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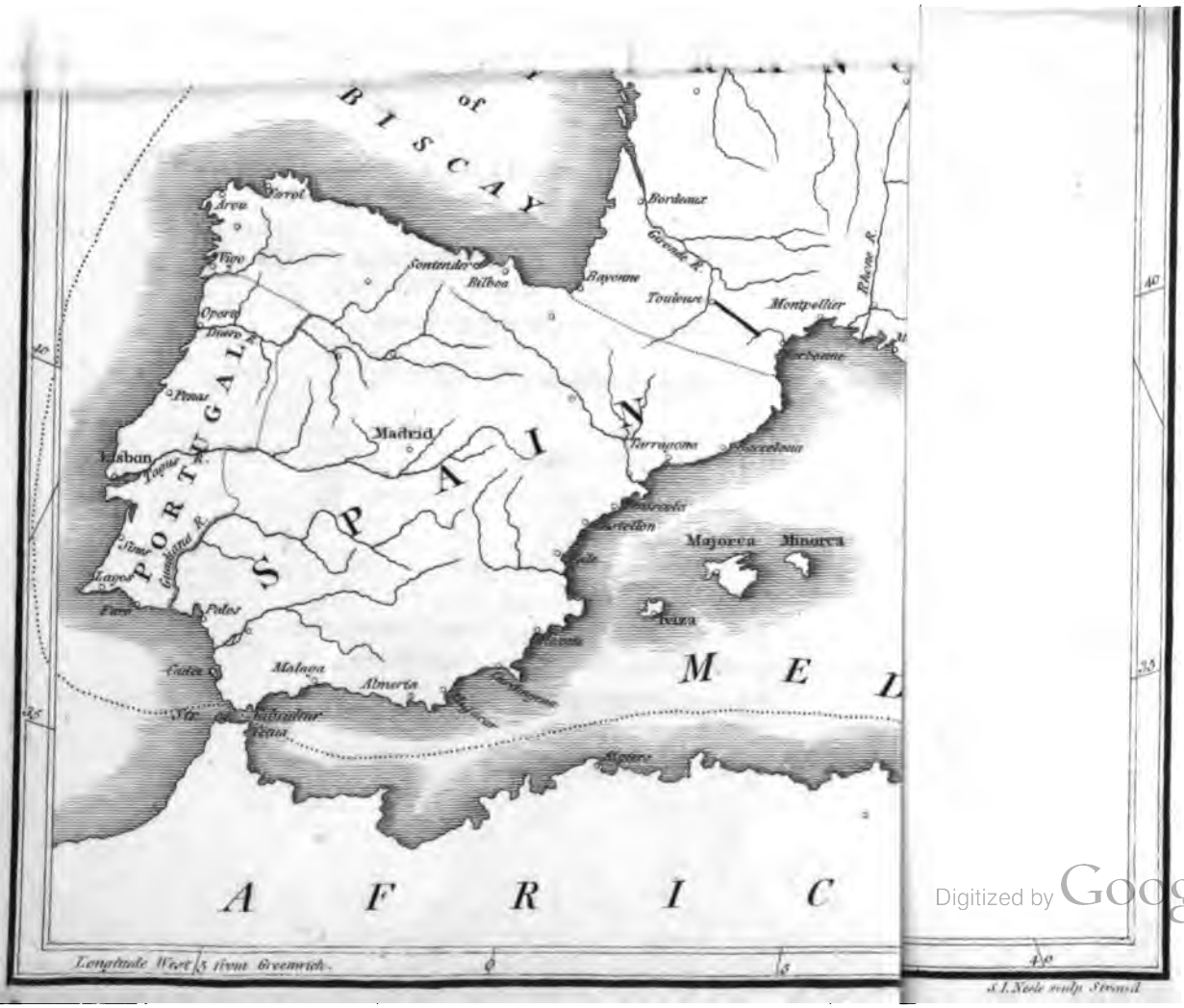

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EUROPEAN COMMERCE,

SHEWING NEW AND SECURE

CHANNELS OF TRADE

WITH THE

CONTINENT OF EUROPE:

DETAILING THE

PRODUCE, MANUFACTURES, AND COMMERCE,

OF

RUSSIA, PRUSSIA, SWEDEN, DENMARK,

AND

GERMANY;

AS WELL AS THE TRADE OF THE

RIVERS ELBE, WESER, and EMS;

WITH A GENERAL VIEW

OF THE

TRADE, NAVIGATION, PRODUCE, AND MANUFACTURES,

OF THE

UNITED KINGDOM OF GREAT BRITAIN AND IRELAND;

AND ITS

UNEXPLORED AND IMPROVABLE RESOURCES AND INTERIOR WEALTH.

Illustrated with a CANAL *and* RIVER *Map of Europe.*

BY

J. JEPSON ODDY,

MEMBER OF THE RUSSIA AND TURKEY OR LEVANT COMPANIES.

LONDON:

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TO THE

RIGHT HONORABLE THE LORDS OF THE COMMITTEE

OF THE

MOST HONORABLE PRIVY COUNCIL,

APPOINTED FOR

THE CONSIDERATION OF ALL MATTERS

RELATING TO

TRADE AND FOREIGN PLANTATIONS.

My Lords,

I have the honor to solicit your Lordships' acceptance of a Work, which has, for its object, an increase of the wealth and prosperity of this country.

The means I have pointed out, for the attainment of these ends, are such as require all of them protection, some of them encouragement, and fostering

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attention and care. It is for these reasons that I have taken the liberty of dedicating my labours to your Lordships. The world will admit, at least, the propriety of the Dedication.

I shall be highly gratified, if the Work now submitted to the consideration of your Lordships, shall be found, in any degree, conducive to the general Interests of the British Empire.

I have the honour to be,

My Lords,

Your Lordships

Most obedient,

And very humble servant,

J. JEPSON ODDY.

London, 1*st August*, 1805.

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PREFACE.

THE uncommon circumstances of the present times, when commerce is forced from its usual channels, may sufficiently apologize for my offering some information relative to those new and circuitous routes of carrying on business with the Continent of Europe, which it is become necessary to adopt.

The commerce of Britain must either decline, or new channels and modes of carrying it on be sought after, encouraged, and adopted: for, where shall we find a sufficient market for our East and West India produce, and our home manufactures, when shut out from the Continent of Europe?

Every material circumstance here developed would certainly be known, in process of time: but men engaged in commerce have no time to lose. I therefore hope, that what I now offer will be found useful. I shall preface the subject with a few general remarks.

There is no information yet published, relative to our commercial intercourse with the Continent, through the medium of the Northern Channels, sufficiently detailed and comprehensive, for the use of the British Merchant: and, as accuracy of detail may be claimed, without apprehending an imputation of vanity, I hope I may be permitted to say, that I have had, and cultivated opportunities of becoming, in some

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measure, qualified for the task I have undertaken. Personal observations, with experience, both at home and abroad, in a life of active occupation, having given me peculiar advantages, I have been enabled to point out many things hitherto little known; and which will be highly useful to the Landed Proprietors, Merchants, Manufacturers, Ship-Owners, and Underwriters of Great Britain.

While Great Britain is engaged in a contest with an implacable foe, who aims at the annihilation of her political existence, by the ruin of her commerce, it must afford the highest satisfaction to every friend to his country to know, that, even if the Continent remain in its present situation, there are new, wide, and secure channels, by which her trade may be carried on, through the North of Europe and Germany, to Switzerland, Austria, Italy, and even to Turkey; to which last country a new, expeditious, and cheap route is pointed out, and some interesting details given.

Under the present circumstances it becomes of importance to shew, that the trade with the Northern Powers is more beneficial to them than to Great Britain. In doing this, it will be demonstrated, that their jealousies respecting the commercial prosperity of this Country originate in mistaken notions, both of our interests and their own, and that, though the disadvantages arising from a suspension of that trade would doubtless be great, both to the Northern Nations and to the British Empire, they would be far greater to the former than to the latter; for, neither the French trade nor any other could compensate to them for the loss of the British commerce; while the United Kingdom of Great Britain and Ireland would find in its own unimproved, unexplored, various, and vast resources, means of uniting individual gain and prosperity with public security and greatness.

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To illustrate these important points, to shew how trade in general, and to the North of Europe in particular, may be combined and extended to the benefit of all parties; and, at the same time, how the disadvantage that would accrue from the loss and interruption of that trade might be made up to the United Kingdom, and the opportunities it would afford of introducing and extending various branches of manufactures, is one of the main designs of the work now offered to the public.

It appears to me particularly important to prove, that though our trade to the interior of the continent, *by* the North of Europe, be very beneficial, yet our trade *to* the northern nations themselves is far from being so; the Reader, therefore, will please to attend to the distinction between the one and the other.

The northern powers treat us, in our commercial intercourse, as if we were dependent upon them; when, in fact, theirs are the only branches of trade, the balance of which is considerably against us.

To set this matter in its proper light is among the particular objects of the present publication. And, as I attribute my knowledge of the subject not to superior abilities, but to peculiar advantages in point of local information, derived from a long residence abroad; so my aim has been to give useful information in the most intelligible form in my power, without pretending to any of the niceties of composition, to which I am conscious I have no pretensions.

This work I began last year, and in the progress, finding that many materials were wanting, I again visited the Continent, to procure authentic, more recent, and accurate information, on various points of importance.

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The volume concludes with a short analysis of the whole of our foreign commerce, shewing, that, as it is liable to great fluctuations and changes, true policy directs us to study and cultivate those internal resources, which may counterbalance them, and preserve the prosperity of the country.

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EUROPEAN COMMERCE.

SHEWING NEW AND SECURE

CHANNELS OF TRADE

WITH THE

CONTINENT OF EUROPE,

&c. &c.

BOOK I.

CHAP. I.

Of the Facility of carrying on Commerce with the Interior of the Continent, by Means of the Baltic Sea and the North of Germany, where it flourished earlier than in England, France, or Holland; illustrated with an Account of the Rise and Progress of Commerce in those Parts. —Of the Hanseatic Towns.—The Armed Neutrality of 1780.—*The Convention between the Northern Powers and Great Britain, in* 1801. —*The Present State of those Countries.*

THE British nation, in the plenitude of commercial success, must naturally feel as all nations, and all bodies politic, and all individuals do, in similar circumstances. It must feel bold and confident, but it should be attentive to avoid becoming rash to risk, or negligent to preserve that happy pre-eminence to which it has attained.

The history of all nations shews that wealth and prosperity are much more easily obtained than they are preserved; for, though many nations have risen to wealth and power, yet, no one has yet found the art of preserving them for any great length of time.

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The case is a very natural one, for commerce brings with it affluence and habits of thinking and acting that are contrary to that disposition to save and to produce, from which all wealth is originally derived.

But, if the example of all other nations; if the history of the world, for three thousand years, be not sufficient to inculcate this principle; let us look to the care and pains with which our ancestors laboured to procure us those blessings we now enjoy:—Let the example of Edward III. Henry VII. Elizabeth, and, (with a few exceptions,) of all their successors, and of the members of both houses of parliament, have some influence; at least, let us not imagine that Britain has become flourishing, without great attention and care, and then we shall certainly have the good sense to conceive that attention and care are necessary to preserve, what they were so essential to create.

At the present time, the prosperity of this empire is attacked altogether in a new way. Our enemy, the most bitter one we ever had, aims at increasing our expenses, and diminishing our means of supporting them, as the surest way of bringing on our ruin; and it is a fact, that, with regard to the whole of the south of Europe, our commerce is at a stand. It is totally interrupted.

It is now only by the channels of which we are about to treat, that we can supply the continent of Europe, either with British manufactures or colonial produce. The channels are some of them new, and others of great antiquity. They are important, and not yet generally understood; it is, therefore, natural and reasonable to expect the attention of all such as are anxious for the commercial success of this nation, or who are connected with that important source of our prosperity.

For the better understanding the subject, and that the mind of the reader may be more fully impressed with the necessity of attending to the northern channels of trade, some details will be given, tending to illustrate the progress by which this nation, and the nations of the North, have arrived at their present state; what are their interests; where they agree, and where they are opposed to each other.

Some observations will be found, tending to shew that the nations of the North have not looked on this country, and its commercial pros-

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perity, with that friendly complacency that might have been expected, or that their own interests require. They have looked upon us as rivals, when they should have considered us as their best friends and customers. They are countries abounding in the produce of the earth, this is a nation that purchases, manufactures, and consumes, more than any nation ever did; it buys largely, and pays liberally; what farther can nations, producing more than they consume, desire, than to see such a people flourish by its industry, and deal with them for what they do not want to keep?

Let any of the powers in question see who purchases the most of their produce; who pays for their commodities with ready money, and gives their merchants credit, thereby enriching all classes of persons in their countries? They will find it is Great Britain:—yes, and that Britain only supplies them with what they cannot supply themselves.

Would those countries aspire at supplying others, and receive nothing but money in return; let them look at the fate of France, when it followed that mistaken plan, under the auspecies of Colbert, a minister who has obtained the name of Great. What is received from Russia, from Sweden, and Denmark, may be obtained by other means: but England does not apply elsewhere. She pays a grreat balance without reluctance; but, if the system of duties and prohibitions is carried too far, it will necessarily lead to a change in her conduct. The balance in favour of the Northern nations is already immense: they ought not to seek to augment it.

The cities on the south of the Baltic Sea, where commerce first flourished in any northern clime, may again become the depositories of commercial riches; and as the wild warlike spirit of France and Spain banished industry to the North, previous to the sixteenth century, the same cause may again produce the same effect; and, indeed, it is not a little singular, that the last twelve years have restored to prosperity many of those places which had been on the decline since the great Southern nations cultivated the arts of peace. But those great Southern nations have once more adopted a system of warfare, of conquest, and oppression, calculated to banish industry and commerce,

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which have again fled to the North, where there is still the same wish to cherish, and a much greater power to protect than formerly.

That we may fairly see how to compare the present with the past, and appreciate the actual situation of affairs, let us review the history of the northern nations, and of our own, from the times when commerce first left the borders of the Mediterranean Sea, and took up its abode on those of the Baltic.

The borders of the Baltic Sea were totally unknown in the time of the Romans, whose conquests had not extended beyond the Danube and the Rhine.*

The Danes were the first people, living on the Baltic Sea, who had any communication with the rest of Europe. Their piracies by sea and inroads on England, Ireland, and Scotland, are known since the eighth century; and Waerdenhagen, in his Restitution of decayed Intelligence, p. 101, 1628, supposes the year 758 to be that in which the Danes first fortified the Netherlands, by driving piles, and making banks when the tide was low. The same cause that occasioned their emigration to other parts, viz. a degree of population above the power of the country to maintain, most probably led them to try to increase the extent of their own country, by rescuing part of it from the sea. The same author thinks that the sea not only covered Holland and Zealand, but also Flanders and Brabant; and that, in the country of Liege, the city of Tongres was once a sea-port.

It is at any rate certain, that the adjacent country must not only have been well peopled, but that the inhabitants must have been possessed of a considerable share of art and knowledge to have made embankments to resist the force of the sea: that being the case, the south shore of the Baltic, which is adjacent, must have been fully peopled before the seventh century.

* History is very deficient in giving accounts of the state of Germany in the time of the Romans, and geography being little understood, and the use of maps almost unknown, there is no method of finding out what were the precise boundaries of their empire to the north. Cologne, one of the most ancient cities in Europe, appears to have been the farthest point to which their empire extended in that direction.

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We find, from Guichardini's description of the Netherlands, that the city of Bruges, in Flanders, was founded in 760 of the Christian æra, and that it was partly built from the ruins of a town that stood on the same spot before, and named from a bridge that was near the place. If that was so, the sea must have been dammed out from that country at a much earlier period.

The city of Brandenburgh, according to the royal author who has written the memoirs of the house whose name it bears, was founded 416 years before the birth of Christ; but, as the truth of this depends on oral tradition, it is not to be considered as by any means certain. It is, however, not to be disputed, that, when Charlemagne subdued Germany, then divided into a number of states, Brandenburgh was a very ancient city.

In the time of Charlemagne, the most powerful of the Saxon princes was Wittikind, whose capital was the village of *Eresburg*, a place without any fortifications; and the present cathedral of Minden is supposed to have been his palace.

When Charlemagne invaded the Saxons, on the north side of the Elbe, the Danes assisted them both by sea and land; three hundred ships were sent to ravage the coast of France; and so stoutly did the Saxons defend themselves, that the last battle fought by Wittikind against Charlemagne, in the year 784, lasted three whole days; and, in a few years after, the conqueror transplanted ten thousand of the principal families of Saxony into Brabant, Flanders, and Switzerland.

It was about the same time, that the Danes, and their Saxon neighbours begun to make inroads on the British islands, so that the inhabitants of the Baltic, on the south, understood war and navigation, and it is probable that part of their fleets must have passed the Sound; for, as they were under the dominion of Charlemagne to the south and west, they could not have come from any port farther south than the mouth of the Elbe.

In the year 800, the conquest of Saxony was completed by Charlemagne; but, as he had proceeded in his conquests over the Pagans, one purpose of which was the introduction of Christianity, he founded

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bishopricks as he proceeded in subduing the country; and the following was the order of their creation:

	YEAR.
Osnaburg - - - -	772
Halberstadt - - - -	776
Bremen - - - - -	779
Minden - - - - -	780
Paderborn - - - -	784
Magdeburg - - - -	784
Munster - - - - -	784
Verden - - - - -	786
Heldershem - - - -	796
Hamburg - - - -	798

Those dates shew the progress of Christianity in the northern parts of Germany; but the Sclavi, or Sclavonians, or Nortalbingi, were not converted till the twelfth century, by Henry the Lion, Duke of Saxony and Bavaria. The Nortalbingi, so called from living north of the Elbe, were bounded by the Vistula on the east, and the Baltic on the north, including Mecklenburg, Pomerania, the islands of Rugen and Usedom, at the mouth of the Oder.

When Christianity was introduced, a connexion that was very slender before with Italy and other Christian countries, became more strict, the manners of the northern people grew more polished: by degrees, the produce of the South and the North was thus interchanged, and commerce settled on the south shores of the Baltic; and, along with commerce, many arts and manufactures were introduced.

Charlemagne, while he introduced Christianity and Commerce into the North of Europe, revived it in the South. He rebuilt Genoa, that had been destroyed by the Lombards, and restored Florence, which had been laid in ruins for more than two centuries.

The revival of commerce in Europe may be fixed at this period, and in the North it was not a revival but an introduction.

The Pagan priests, who had been driven from the converted coun-

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tries, took refuge in Sweden and Denmark which were several centuries later in embracing the Christian religion.

The princes both of Poland and Denmark are begun to be reckoned from the beginning of the ninth century; and, as to the Norwegians, or Normans, nothing in their history can be depended upon before this period.

Dresden was founded by Charlemagne, in 808, as the castle of Hamburg had been four years before. Watch-towers, with fires, were also erected by the same monarch, at the mouths of the Elbe, Rhine, Seine, and Loire, to prevent the Danish and Norman pirates from ascending the rivers, and pillaging the country.

Mr. Anderson, in his History of Commerce, says, that those inroads compelled the cities near the Rhine to associate, long before the Hanseatic League existed.

The Danes and Normans, with ships carrying about one hundred men each, having two sails, besides oars, in 845, ventured up the Seine, as far as Paris, from which the inhabitants fled at their approach. They set fire to the town, which was then built of wood, and compelled the successor of Charles the Great, called Charles the Bald, to buy them off with 14,000 marks of silver.

A few years before, they had ventured up the Rhine as far as Cologne, which they burned also, together with Nimeguen and Treves. Even Spain and Italy were ravaged in several parts, and the British Islands in almost every quarter. The island of Walcheren was then the depôt where those pirates lodged the spoils they had brought off from other countries. The history of the ninth century contains little else than details of the depredations of those banditti, and the feebleness of Europe after the death of Charlemagne.

In the island of Usedom, at the mouth of the Oder, the Danes destroyed the city of Winet, or Vinetum; it is described, by many writers, as a magnificent, opulent, and large town, inhabited both by Saxons and Vandals, who, while they lived peaceably, remained safe. Waerdenhagen says, that, though the spot on which it stood was then covered by the sea, the remains of many streets and magnificent buildings might in his time still be seen.

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When it was destroyed, Helmodus says, that the Swedes, from the Isle of Gothland, carried away every thing that was valuable; from whence sprung the splendor of Wisby, once so famous, which exceeded in grandeur Cologne and Nuremberg. Wisby is in the Isle of Gothland, and is represented as having become the emporium of trade in the northern parts.

Bremen was become a considerable town in the year 837; it was built of wood, and had three churches.

Zeric Zee, in the Isle of Schöen, was fortified about this time, (851). London was burnt by the Danes; and, eleven years after, the town of Brunswick was begun to be built.

Towards the end of this century, Alfred the Great, having, by wonderful efforts, created a navy, gave the Danes a battle by sea, and defeated them. It would be unpardonable not to notice here what the genius of one man can sometimes do to the whole of Europe.---Charles the Great, of France, had kept under the restless banditti, who, after his death, laid the whole of Europe under contribution, till Alfred the Great, of England, under the most extraordinary difficulties, raised up a navy sufficient to keep them in some awe. A fleet of one hundred and twenty vessels was defeated and most of them sunk; which victory, in 876, was followed by a number of others, gained by that great prince.

When the Danes and Normans were repulsed from England, they took and ravaged Ghent, were they got much plunder as well as in the contiguous country, and in the northern provinces of France.

Bruges was fortified in 890, and, becoming secure from the incursions of the barbarians, the foundation was laid for its future wealth and greatness.

The Normans, under Rollo, who had his depôt on the Island of Walcheren, after their repulse from England, took Rouen, in France, and established themselves there, giving, ever after, their name to the province of Normandy, of which it is the capital.

Though Christianity had been making some progress in Sclavonia, ever since the time of Charlemagne, yet, in 915, the Sclavonians and Danes attached and pillaged Hamburg and Bremen, merely out of

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hatred to the followers of that religion; but when Henry the Fowler came to the throne, in 919, he fortified Leipzig, reduced the country to obedience, and forced the Vandals to abandon Brandenburg, then first raised to the rank of a marquisate.

The principal city of Sweden, at this time called Byrca, or Birk, is represented, by Helmodus, as having a good harbour on the Baltic Sea, whither the ships of the Danes, Norwegians, Sclavi, and other Scythians, usually resorted for commerce. Adam, of Bremen, speaks of this, as a splendid city; and, in speaking of Upsal, says, that the pagan temple was covered with gold. It was not far distant from Byrca; however, it appears that Stockholm was not then begun to be built.

Puffendorf says, that Byrca could send 12,000 men into the field, and that it was one of the greatest and strongest cities of Sweden.

In 940, the first charter to the city of Magdeburg was dated on the 7th of June. Bardewick was then the chief city of Saxony, and a great emporium. By this charter, the inhabitants are allowed to fortify their city and establish municipal law. It is likewise to be a free city, and its inhabitants are to be free.

In 972, a second charter was granted to this town, directed to the merchants and their successors, by which they are granted a free egress and regress without paying any tolls in other towns, or at bridges, waters, or rivers, excepting only the customary tolls at Mentz, Cologne, Tiel, and Bardewick; which are the same privileges enjoyed now by the imperial cities.

Otho the Great fortified likewise the cities of Hall, Halberstadt, Helmstadt, and Quedlenburg.

The Christian religion made considerable progress during the reign of this emperor, who conquered the Danes, the pagan Hungarians, Vandals, and Bohemians.

The first German silver mines were discovered at Gos ar in Saxony, in 950: this success promoted farther research, and many others were soon after discovered in different parts of the North.

The city of Aldenberg, or Oldenburg, was at this time a great emporium of trade, and much frequented by shipping, till its harbour

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was destroyed by Margaret, Queen of Denmark; after which it fell to decay. It was situated within thirty miles of the spot where Lubeck now stands, which last town was not then in existence. Cologne was at this time (959) erected into an imperial city, which implies a city not subjected to any prince, but only to the emperor.

The woollen manufacture in Flanders began about 960, and fairs or markets, toll free, were established in that country at the same time.

In 966, the conversion of the people of Denmark to the Christian religion was completed.

The first regulations for the German merchants, at the Steel-yard, in London, were made in 979, by King Ethelred. The emperor's men, as they were called, coming to the Steel-yard, were accounted worthy of good laws, and might buy ships; but it was not lawful for them to forestal the markets in London. They were to pay toll, and, at Christmas, two grey cloths and one brown, with ten pounds of pepper, five pair of gloves, two vessels of vinegar, and as much at Easter. Such was the first beginning of the customs, that have risen to such a height in our days; yet this is but about eight hundred and twenty years ago, and during the last twenty they have increased more in amount than they did during the eight hundred.

In 1004, the emperor Henry, of Bavaria, granted to the Archbishop of Bremen and his successors power to establish a fair there, to appoint fines, collect tolls, and regulate the weight of money, which was to be of fine silver; from which it would appear, that money was not coined, but the metal weighed. Mr. Anderson seems to think this strange, as there were coins in most other countries; but so much is to be set down for local customs, that nothing certain is to be concluded.

It was about the same time that Bremen was fortified, and that Russia was reduced to become tributary to Poland; the Sclavonians murdered their king, because he was a Christian, relapsed into paganism, and, for the fifth time, beseiged and took Hamburg, merely because it was inhabited by Christians.

Adam, of Bremen, speaking of Julin, in the Isle of Wollin, opposite the Oder, in the year 1080, calls it a most renowned city, a most cele-

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brated mart, both for Christians and Greeks. This city he calls the first in Europe, and that it was filled with the merchandise of all the northern nations, and abounded in every thing that was curious and rare. No doubt this is a very inaccurate exaggeration, but it proves that trade and commerce were established in those countries at that time.

Lubeck was founded in 1140, and very soon increased, so as to become the first commercial city of the north of Germany, owing to its convenient situation on the Baltic Sea, for commerce with all the nations on its confines.

The rapid prosperity of Lubeck excited both envy and emulation; and the envy soon was extended to all the towns, that by their efforts to equal Lubeck became prosperous. Denmark and Sweden, Holstein and Saxony, by becoming enemies to those trading towns, forced them to enter into the Hanseatic League, of which Lubeck was from the beginning considered as the chief, both during the greatest power of that confederacy, and since its decline, when it is become merely a name. Indeed, it must also be allowed, that the cause of the association is entirely removed; it was for mutual defence; now no such thing is necessary.

Bremen was, by the middle of the twelfth century, a very flourishing place, and had even assisted the Emperor Henry IV. with a fleet to the Holy Land. Stettin, (a city of very great antiquity, but of which little is known,) the capital of Pomerania, became also a city of flourishing trade; and the towns which formed the real centre of commerce rose every day to greater importance.

It was about the year 1169, when the commercial cities of Julin and Wimet had been destroyed by the Danes and other pirates, and when Lubeck, Rostoc, and other cities, had received their dispersed inhabitants, that the Hanseatic confederacy acquired force. The cities wished to protect themselves from a similar calamity. The first towns were Lubeck, Wismar, Rostoc, Stralsund, Grypeswald, Anclam, Stettin, Colberg, Stolpe, Dantzic, Elbing, and Koningsberg. It was a standing rule of this league, that no city should be admitted into it, that was not situated on the sea, or on a navigable river, and that did not keep the keys of its own gates. They must likewise have the civil

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jurisdiction in their own hands, but they were allowed to acknowledge a superior lord.

The policy of those trading republics, at a time when war and chivalrous expedition were the occupation and glory of kings and princes, could not but be productive of good. It was necessary to have some head, and they chose for their protector the Grand Master, and German Knights of the Cross, established in Prussia, who had made a conquest of Livonia.

By this means the Hans Towns commanded the commerce of the Baltic, from Denmark to the bottom of the Gulph of Finland, together with that of the rivers which run into that sea, from the interior of an extensive country, producing a vast variety of articles of great importance in the commerce of the world.

The Hanseatic Confederacy held an extraordinary general assembly every ten years, at which they renewed their union, admitted new members, and excluded old ones, if there were good reasons for so doing. This league was solemnly renewed in 1284, and afterwards confirmed by a great number of succeeding assemblies.

The Confederacy was divided into four distinct classes, over each of which one city presided. At the head of the first division, as well as of the whole league, was Lubeck; here the general assemblies were held, the records and the common stock kept. Cologne was at the head of the second class; Brunswick was at the head of the third; and Dantzic of the fourth class.

Thus united, they supported themselves against their common enemy, and procured the protection and friendship of many princes who would probably not have granted it to them individually. The towns lying on the shores of the Baltic were termed Easterlings, and those towards the Rhine, of which Cologne was the chief, the Western Hans Towns.

Dantzic was at first only a fort to guard the entrance of the Vistula, but its situation, on so fine a river, soon made it become a flourishing town. It belonged to the Dukes of Pomerania, by one of whom it was pledged to the Marquis of Brandenburg, who, in 1308, sold it to the Grand Master of the Teutonic Knights for 10,000 marks of silver.

Copenhagen was founded about the time that the Hanseatic League

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was formed, and it soon became so much superior to any other town in the island on which it stands, that the Danish government was transferred to it from Roschild, an inland city of Zealand, where it had hitherto been.

At this time, numbers of fishing vessels resorted every year, about the month of November, to the Isle of Usedom, at the mouth of the Oder, to catch herrings.

The first mention that is made of Lapland is in the end of the twelfth century, (in 1190,) by a Danish historian,* who notices it as a country known to the Danes, Norwegians, Swedes, and Finlanders, though to the rest of the world it remained unknown for several centuries after.

The crusades to the Holy Land were a principal cause of the revival of civilization and commerce in the twelfth and thirteenth centuries. All the princes, and all the nobles, knights, and gentlemen of Christendom took an interest in that great enterprise; they returned more civilized, and better acquainted with the use of those luxuries which southern climates and the commerce of the east furnish. They had visited Constantinople and Italy, where alone there remained, in Europe, any vestiges of ancient manners and ancient grandeur; and though the barons of those days had not the advantage of learning, they were not inferior in ambition, or natural talents, to those of any other age.

The southern shores of the Baltic and the Netherlands owed chiefly their wealth and greatness to this change of manners, which introduced the luxuries of the South and of the East into countries to which they were till then almost unknown.

It was in the end of the twelfth century that the maritime laws of the Isle of Oleron were first promulgated by Richard the First of England, on his return from the Holy Land. And, in the beginning of the thirteenth century, the marine laws, drawn up by the merchants of Wisby made their appearance, and became the mercantile code for

* This is mentioned by Saxo Gramaticus in his History of Denmark.

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determining all matters in dispute amongst merchants, on all the shores of the Baltic, as well as of all the cities of the Hanseatic League. This proves that commercial matters were become of importance; the nature of trade, and the rights and interests of merchants well understood.

In 1203, to such consideration was the city of Cologne risen (and from that we may form some judgement of the other members of the Hanseatic League) that King John of England wrote to the magistrates of that town a very respectful letter of thanks for the honours, benefits, and assistance bestowed by them on his nephew Otho, King of the Romans, (afterwards the Emperor Otho IV.) hoping for their farther assistance in aiding him to arrive at the highest pitch of honour; in return, John promises protection to the merchants of Cologne, residing in England.

Arnoldus, in speaking of the people of Denmark, and describing their wealth, says, that riches were so abundant that many were not only clothed in scarlet, but also in purple and fine linen. One might be apt to ascribe this gaudy dress, the first mark of opulence in a rude age, to the piracies of the Danes; but the same ancient author says, the herring fishery, on the coast of Schonen, was the source from which they derived their riches. All nations resorted thither, and brought precious commodities, and gold and silver, in exchange for herrings, from which Mr. Anderson very justly concludes, that the art of curing them with salt must have then been known.*

At this time, Amsterdam was not begun to be built; there was only then a small castle, called Amstel, from the river on which it stood. Gisbert, the Lord of the castle, brought numbers of poor cottagers to live in the neighbourhood: they began by fishing, and the whole world knows what that famous city has since been.

In 1209, Stralsund was founded, and the city of Lubeck was consumed by a fire that only left five houses standing in that street which went afterwards by the name of the street of Five Houses.

* There is now no great fishery at Schonen: the herrings go more out into the ocean.

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The city of Thorne, on the Vistula, was, about this time, built by the German Knights of Prussia, for facilitating the commerce of corn and other produce of Poland down the river to Dantzic.

In 1252, Henry III. granted great privileges to the merchants of the Hans Towns, residing at the Steel Yard, in London, on account of the services they had done him beyond seas. The Easterlings, or people on the south shore of the Baltic, had so far excelled in arts that they are said to have coined the first sterling money in England, under this king's reign.

Stockholm, in Sweden, and Konigsberg, in Prussia, were both founded within one year of each other (1255), at which time also we find the first treaty of commerce between any of the Hans Towns and the Netherlands; namely, between Hamburg and Henry, Duke of Brabant and Loraine, by which it obtained sundry privileges at Antwerp, with liberty to continue commerce in Brabant and Loraine, even though the prince should be at war with Holstein.

In 1273, the citizens of Lubeck made war, on their own account, against Stralsund, besieged, and pillaged it, killing many of the inhabitants, and carrying others prisoners away, which is an early proof of the power and wealth acquired by commerce.

In 1280, the King of Norway having refused the Hans Towns a continuation of the privileges they had enjoyed in his ports, the League for the first time exerted its strength in a collective body, blocked up the ports of Norway, and compelled the king to renew their privileges, and make them a compensation in money.

In 1296, the great company of merchants, adventurers of England, obtained privileges from John, Duke of Brabant, to establish a staple at Antwerp.

It was at the beginning of the fourteenth century that Queen Jane, of France, wife of Philip the Fair, residing a few days only at Bruges, was greatly incensed and mortified at the splendour of the citizens' wives. "I thought," said her Majesty, "that I had been the only queen here, but I find, there are above six hundred queens in this city."

Such was the power of the towns contiguous to the Baltic, in the

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beginning of the fourteenth century, that Edward II. complained to the King of Norway of his suffering several English merchants to be imprisoned, and their goods seized, to the value of 310*l.* sterling, at the instigation of the Eastland merchants; who, by all possible ways, strove to obstruct the advantages of the English merchants. "These Easterlings were," says Anderson, "the Hans Towns on the south shores of the Baltic Sea, who, in those times, were in great naval power, from Lubeck to Narva."

An Earl of Flanders, in attempting to remove the seat of trade from Bruges to Sluys, was taken prisoner by the citizens, and kept in confinement four months, which proves the greatness of that city; for, at that time, the Earls of Flanders were possessed of great power, and ranked amongst the sovereigns of Europe, with many of whom they were connected, both by blood and treaties of alliance. And, a few years afterwards, Edward III. complained to the Earl of Flanders, and to the Burgomasters of the three good towns of Bruges, Ghent, and Ypres, of their inhabitants aiding his enemy, David Bruce, King of Scotland, with money, ships, ammunition, and provisions.

About the middle of the fourteenth century, the ships belonging to Venice and Genoa, and to the Hans Towns, were the largest of any, those of Spain excepted. The merchant-ships of the Hans Towns are said by some to have been the first that made use of cannon at sea, for fighting; but, though this fact may not be very well ascertained, it is certain that, if not the first, they at least adopted that mode of defence nearly at as early a period as any other power, for the League was itself by sea one of the greatest powers in Europe.

In 1348, a naval war began between the Hans Towns and Waldemar III. King of Denmark, occasioned by that monarch demanding toll for vessels passing the Sound. The circumstances of the contest are not well known; but that it terminated in favour of the League is clear, from this circumstance, that the king was glad, in order to obtain peace, to grant them the province of Schönen, for thirteen years, by way of indemnity. This is the first account existing of any toll demanded in passing the Sound, which has since been the cause

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of much vexation to the commercial world. Soon after, another war broke out between those same merchants and the King of Denmark, which ended much more gloriously for the former.

The pensionary De Witt gives an account of the covenant entered into by the Hans Towns, in 1360, to the following purpose: "That seeing, by the wars then exitsing between Denmark and Sweden, that the eastern cities on the Baltic shores suffered great losses by sea, and, amongst others, were plundered by pirates belonging to the great city of Wisby, sixty-six such cities covenanted together to scour the seas from such piracies, to secure their goods; and thus became, in the eastern trade, the only trafficers and carriers by sea, by that means beating all other nations out of the ocean, till, after the year 1400, when the art of salting and curing herrings was found out in Flanders; and that thereby the fisheries in the Netherlands were added to the Dutch manufactures, which proved of more importance than the trade and navigation of the Easterlings."

While the Hanseatic League was strictly adhered to, the towns so confederated were, as Anderson says, actual sovereigns of the Northern Seas, both without and within the Baltic; and, their ships being very large, they became general carriers for a great part of Europe.

When the King of Denmark took and plundered Wisby, the emporium of trade in the island of Gothland, the Hans Towns declared war against Denmark, and formed an alliance with the King of Norway, Duke of Mecklenburg, and Earl of Holstein, who commanded the whole fleet, except the division belonging to Lubeck; for which that city named a commander itself.

This federal fleet, in 1362, attacked and took Copenhagen and its castle; but the Danish fleet overcame the Lubeck squadron, took six ships, burned others, and compelled the remainder to fly to the port of Travemunde.

The defeat of the Lubeck squadron was soon repaired, and, in 1364, the Hanseatic fleet totally destroyed the whole fleet of Denmark, in or near the haven or road of Wismar.

Though the Danish King could not resist longer by sea, the Hans

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Towns contrived to engage the King of Sweden in the quarrel, and Holstein and Jutland assisting, the Danes were compelled to make peace; and, besides making new regulations for the duty payable on passing the Sound, great privileges were granted to the Hans Towns throughout the Danish dominions.

Cronenburg castle was first erected for the purpose of commanding the Sound, and protecting ships from pirates, then very numerous, for which service a small toll was exacted, and has since been greatly augmented, though the original service has long been done away.

At that time, the Hans Towns were at the zenith of their glory, and the summit of their power. A society of merchants had defeated the King of Denmark, whose nation had infested and oppressed all Europe for centuries; — that had swept the seas — Conquered England — Burned London, Paris, Cologne, and Ghent, besides many inferior cities; and ravaged Europe from the mouth of the Elbe to the shores of Italy.

The names of those cities, and the quotas they contributed to the general stock were as follows; and well do they merit being kept upon record.

	Imperial Dollars.
Lubeck	100
Cologne	100
Bremen	60
Hamburg	80
Rostoc	50
Straslund	50
Wismar	25
Magdeburg	40
Brunswick	50
Dantzic	80
Lunenburg	60
Stettin	40
Grypeswald	25
Hildesheim	30
Goslar, in the Dutchy of Brunswick	30
Gottingen, in do.	30
Eimbeck, in do.	10

	Imperial Dollars.
Hanover	25
Hamelin, in the Dutchy of Brunswick	20
Colberg	25
Stargard, in Pomerania	25
Anclam	18
Stadt	20
Boxtehude, in the Dutchy of Bremen	20
Golnow, in Pomerania	8
Thorne	20
Elbing	20
Konigsberg	60
Braunsberg	20
Revel	50
Dorpt, in Livonia	20
Pernau	20
Culm, in Polish Prussia	11
Nimeguen	35

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	Imperial Dollars.
Daventer	50
Campen	40
Zwool	23
Zutphen, in Guelderland	30
Arnheim	30
Bommel	10
Tiel	10
Harderwick	30
Duisburg, in the Dutchy of Cleves	20
Staven, in Friesland	35
Groningen	35
Bolsuerd, in Friesland	30
Ruremonde	25
Venloo	20
Riga	50

	Imperial Dollars.
Emmerick, in the Durchy of Cleves	30
Osnaburg	30
Soest, in Westphalia	35
Dortmunde, in do.	30
Munster	40
Wesel	30
Minden	30
Paderborn, in Westphalia	20
Hervorden, in do.	15
Lemgow, in do.	15
Lipstad	10
Hamm, in Westphalia	25
Warberg, do.	15
Bielfield, do.	10
Unna, do.	20

This was only the ordinary annual contribution of the sixty-four towns, principally for salaries of officers, meetings, and general expenses.

We see, from the above list, that the towns, properly called Hans Towns, were, for the most part, either on the Baltic Sea, or connected with it by rivers.

Other cities joined rather in alliance than confederacy. Antwerp, Bruges, Ostend, and Dunkirk, in the Netherlands; Calais, Rouen, Bordeaux, St. Maloes, Bayonne, and Marsailles, in France; Barcelona, Cadiz, and Seville in Spain; Lisbon in Portugal; Naples in Italy; and Messina in Sicily; and London the metropolis of England.

This league had four counting-houses in different parts of Europe. One (the oldest) at Bruges, which was afterwards carried to Antwerp, where the house still is to be seen; one in London, at the Steel-Yard, in Thames-Street; the third at Novogorod, in Russia; and the fourth at Bergen, in Norway.

It is difficult to use power with moderation, and the Hans Towns, in the plenitude of their strength in giving law to the commercial world, in the North were not always just. At their general assemblies they would forbid any of their members (towns) to traffic with such as did not belong to them. This compelled many to join that would not other-

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wise have done so; and, at the same time, it excited many enemies, as injustice and oppression never fail to do.

In 1395, the Hanseatic League triumphed over Queen Margaret of Denmark, a woman of great abilities and enterprize, and who had united, under her single authority, Denmark, Sweden, and Norway. They compelled her to deliver up King Albert and his son, who were her prisoners, and also to give them Stockholm. The cities of Lubeck, Hamburg, Dantzic, and five others of the Hanseatic league, bound themselves in the sum of 60,000 marks, that King Albert should, within three years, resign the whole kingdom of Sweden.

This was certainly the moment when the Hans Towns had attained the summit of their power. In the History of the World there is not a more extraordinary example of what industry and a strict union of interests for the effecting a great purpose can do.

We have seen that, in the ninth century, pirates and robbers, from Denmark and Norway, desolated Europe, and absolutely ruled the seas; and we have now seen an association of cities, many of which were not founded at that time, and not one of which was of much importance, in less than four centuries, rescuing the world from those barbarians, merely by attention to industry, and fidelity towards each other. Can we read this without reflecting on the ineffectual and useless wars of great princes during the same period?

Paris, London, Cologne, Ghent, Rouen, Bourdeaux, and many other places, were burned and destroyed by those northern hordes, yet neither the Kings of France or England, nor the Emperor of Germany, could revenge the cause or reduce the enemy. Not less, on the whole, than two millions of men were sacrificed in the crusades alone. The wealth that was expended was in proportion; for half the barons in Christendom mortgaged or sold their lands to support those expeditions, whilst, for little more than 2,000 crowns a year, the Hans Towns kept up a connection that enabled them to protect, and, if we may be allowed the expression, to emancipate Europe!!

The History of the Commerce of the World contains little else, for 500 years, than the rise and progress of those towns, all of them on, or near, the shores of the Baltic Sea; and if, at the end of the fourteenth

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century, matters began to change, it was more owing to the discoveries made at that period than to any want of perseverance in those industrious merchants.

The mariner's compass, enabling seamen to quit sight of land without danger, made way for the discovery of a passage to the East Indies, by the Cape of Good Hope, and the discovery of America. Those two discoveries altered entirely the nature of commerce, and brought wealth into other parts. Sovereigns, who had before only cultivated the art of war, began to turn their views to commerce and the arts of peace.

Towards the close of the fourteenth century, England and the Great Master of Prussia, who was at the head of the Hans Towns, had many disputes and commercial differences, but they were amicably settled; though this shews that England now began to be a formidable rival to these merchants, yet occasional depredations still continued; for, in the last year of that century, an English ship, from Newcastle, in sailing up the Baltic, towards Prussia, was seized by vessels belonging to Wismar and Rostoc. The Hans Towns appear to have thought that all not belonging to their body, who presumed to navigate the Baltic, were invading on their rights.

In 1403, the Hans Towns complained, in a general assembly, and in very respectful terms, to Henry IV. of England, that the Gascons, (who were then subject to England,) had seized a ship belonging to Stettin; Lubeck complained, the same year, of a similar injustice done on the coasts of Britain. Hamburg joined in this latter complaint, and it appears to be the first time that it acted directly as a member of the federation of the Hans Towns. Those towns treated as sovereign with sovereign, in the grievances they had either to complain of, or redress; as for example, in 1406, at Dort, in Holland, and the following year at the Hague, where Henry IV's ambassadors met those of the Master General of the Teutonic Order of Prussia, in consequence of which arrangement, and damages awarded, Henry gave his obligation, in 1409, to the Master General, for 5318½ golden nobles and 13*d.* to be paid next St. Martin's day, on the express condition, that when the money should be paid to the envoy of the Master General in England,

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it should be sent out of the country by bills of exchange, but not in bullion or coin, except so much as was necessary for expenses: nevertheless, only two years afterwards, the same monarch arrested several Hanseatic merchants, in the port of Boston, until satisfaction should be made for divers losses and murders, committed by them on English merchants trading to Bergen. On giving security, to the amount of 2000 marks, they, however, were released the following year.

It was about the year 1417, that the herring fishery deserted the Baltic Sea, as it is mentioned then for the last time.

In 1428, the Hans Towns, on the Baltic Sea, fitted out a fleet, at the port of Wismar, of 260 ships, carrying 12,000 men, which were intended a second time to destroy Copenhagen; but, notwithstanding their numbers and force, they did not succeed.

After this, Eric X. King of Denmark, by intrigue, contrived to render the people, in some of the Hans Towns, jealous of their magistrates, by which he gained over some of them; and, nearly about the same time, the Dutch increasing greatly in wealth, and laying very commodiously for commerce, the decline of the league began to be visible; so that, in 1431, after a cruel war with the King of Denmark, they were obliged to sue for that peace they had so long refused. Ships of foreign nations seized the opportunity, while the towns which had monopolized that trade were engaged in war, of entering through the Sound, and obtaining some share for it to themselves.

Henry VI. in 1437, renewed to the Hans Towns all the privileges they had enjoyed in former times in England, in the fullest manner, and also agreed to pay 19,274½ nobles to the Master General in annual sums of 1000.

This same monarch, during a great dearth in England, wrote to Eric, King of Denmark, to allow an English merchant to supply himself with whatever corn he might want, hearing that it was very plentiful in his country, which proves that cultivation of land had accompanied the riches brought into Denmark by commerce.

The Grand Master of the Teutonic Order, laying on heavy taxes on the newly built cities, their inhabitants joined with the nobles in a league for self-defence. The Emperor, Frederick III. took the Grand Master under his protection, and the other party had recourse to Casi-

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mir, King of Poland, for assistance. The war lasted twelve years, and the consequence was, that, in 1466, Poland got possession of the country that has since been called Polish Prussia, with the city of Culm. The knights were even obliged to hold the remainder of their territory as a fief of the crown of Poland. Such a long war, with an issue so unfortunate, must naturally lead to the decay of a commercial confederacy, such as that of the Hans Towns; and, accordingly, we find that the part they acted, on the theatre of the world, became afterwards every day less important and conspicuous.

At this time, we see that the articles which the Easterlings imported into England were, corn, cordage, linen, cloth, hemp, flax, pitch, tar, masts, pipe staves, steel, iron, wax, wainscot; but, as corn, of which they imported great quantities, sometimes arrived when the prices were very low, the proprietors of land and farmers complained, and an act was in consequence passed, Edward IV. chap. 3. (year 1463), by which corn imported was forfeited, when the price of wheat was under 6*s*. 8*d*. the quarter, rye 4*s*. and barley 3*s*. This act was not repealed till the time of James I. near two hundred and fifty years after.

It was about 1469, that the Great Duke of Muscovy begun to make conquests, and, amongst others, obtained the commercial city of Novogorod, which he pillaged and destroyed. The Hans Towns then removed their emporium to Revel, where it remained about half a century, from whence it was removed to Narva.

In the year 1510, ships from all parts of Europe frequented the Baltic Sea; and the city of Lubeck, having imprudently attacked the King of Denmark, and burned several places on the coast, that monarch pressed into his service, the ships of England, France, and Scotland. Sweden joined the Hanseatics; and Denmark hired, at a high price, ships from the same three nations, thereby becoming superior to the Swedish and Lubeck fleet. The port of Lubeck, with all the ships in it, was burned, as was likewise that of Wismar, together with the suburbs of the town. Warnemunde was destroyed, and the suburbs of Travemunde, together with many villages belonging to Stralsund and Rostoc. This was the second serious blow to the Hans Towns, and it was a blow

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they never recovered. But as misfortunes are said seldom to come single, another of a more permanent nature soon followed.

The Hans Towns had long oppressed the Danish merchants who came into their ports with goods; they fixed an arbitrary price on their merchandise, and refused, when once arrived, the privilege of carrying them away. The only remedy was, to warehouse the goods with some person in the town, till circumstances might become more favourable.—To revenge, as well as to remedy this, it was ordered by the King of Denmark, that all such merchandise should in future be exposed for sale, only at Copenhagen, to which place he invited foreign merchants; so that it became an emporium for all Danish merchandise, to the great detriment of all the Hans Towns on the Baltic.

In 1518, no less than fourteen towns were cut off from the Hanseatic League, which now was so much engaged in quarrels, that the dangers it brought on its members was nearly a counterpoise to the protection it afforded them. In short, the tide of human affairs was turned, with respect to them; and that current is one which frequently runs with irresistible force.

The League, however, received some advantage from a quarrel that broke out between Denmark and Sweden, when Lubeck and Dantzic lent, to Gustavus Vasa, nine ships of war, which turned the fortune of the day; so that the Hans Towns received, in recompense, great privileges from the Swedish monarch.

The former reputation of the Hans Towns induced Henry VIII. of England, in 1535, to apply to them, and he offered 100,000 crowns for their aid, to place a king, to his liking, on the throne of Denmark. The merchants undertook this political speculation, but Gustavus of Sweden, to whom the towns had been insolent, since the time they had assisted him, joined the Danes; the Hanseatics were defeated in an engagement at sea, and lost a vast number of their ships, thereby hastening the decline of the League.

The singular success of the towns on the south shore of the Baltic, or on those rivers that run into it, at so early a period, and when commerce was so little known, and its interests so ill understood, is a proof that by nature they are well situated for the purposes of trade.

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The establishment of wealth and industry, in those regions, was not the effect either of policy or force, like the foundation of Carthage, by the city of Tyre; of Tadmore, in the wilderness, by Solomon; or of Alexandria, in Egypt, by the conqueror who gave it his name: it rather resembled the establishment of it in contradiction and opposition to all the surrounding nations, and to all cotemporary events.

The first cities that flourished in the Mediterranean were the inventors of navigation, and rose to wealth without a rival. Those that were afterwards founded and flourished, either rose under the protection of some powerful people, or they became powerful by slow degrees, and then became commercial. But we have seen commerce rise in the North, in independent and unprotected cities, at the time when pirates overrun the seas, and the land was in the possession of princes, who neither understood nor valued commerce. In the midst of opposition, oppression, and an accumulation of difficulties, we have seen a commercial power rise up, that began by destroying the pirates at sea, and finished by turning the attention of princes from romantic schemes of conquest to the more solid and fair views of acquiring wealth by means of industry.

The spot on which this wonderful effect was produced was the same one to which the ambition of France has again banished commerce on the continent; but now, circumstances are infinitely more favourable. Let us take a comparative view of circumstances, before we proceed farther in our historical detail.

When the cities in the north of Germany first began to flourish, commerce consisted entirely in such articles of produce as are only found in particular places; the principal of which were minerals, and the productions of Asia, jewels and aromatics. This was only introducing into the North the same species of traffic that had from the earliest records of history flourished on the borders of the Mediterranean Sea, in Syria, and Egypt; but, in a northern climate, the wants of men are different. Indolence and ease are not prevailing propensities, and their slender influence over the human frame was completely overcome by the cravings of a keen appetite, and the necessity of defence against the cold of the atmosphere.

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Manufactures and fishing were, therefore, studiously and eagerly followed after; but not as in Egypt, and the luxurious nations of the East and of the South. They neither sought for the splendid in clothing, nor the delicious in food. Wool was the best material for warm clothing, and herrings the fish that was found in the greatest plenty for food. Herrings are caught in greater quantities than any other species of fish; but they are periodical, and, unless a means of preserving them had been discovered, mankind could never have derived much advantage from their great abundance. The cities of Flanders were the first to excel in the manufacture of cloth, and in the catching and curing of fish, though we have seen that, in the latter, the Danes also excelled.

The towns which had at first begun to acquire riches, merely by the transport and traffic of produce from the East and South, now began to extend it to materials for manufactures, for manufactured goods, and for commerce of another sort.

Grain, and the common necessaries of life, make scarcely an article of commerce in a rude state of society, where there are few or no manufactures; for, as there is nothing to give in exchange, each nation is obliged to procure those necessaries for itself; but, when a number of people crowd together in towns, in consequence of commercial wealth, they are obliged to apply to other parts for the common articles, which poorer nations provide for themselves; and it is this which gives the last degree of extension to commerce.

The northern towns, before the period that I have last-mentioned, had extended their commerce to every article then known; and, at that time, the Italian cities, and those on the Baltic Sea, engrossed the whole commerce of Europe.

The discovery of the passage to India, by the Cape of Good Hope, and of America, with the facility which the discovery of the magnetic needle had given to the navigation of the ocean, produced a great change, and it was of an unfavourable nature for these towns. In the first place, the Italian cities, which had till then possessed exclusively the commerce with Asia, lost that lucrative trade, which fell all into the hands of the Portuguese; who, nevertheless, still found

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it necessary to have their depôts, for the north of Europe, in the same cities as the Venetians and Genoese had formerly done; but this was not of any long duration; for the Dutch, soon getting a footing in India, drew that commerce to themselves; and they had no occasion for depôts at Bruges, Antwerp, or any other places in the North.

The persecutions of the Spaniards drove many of the most industrious of the inhabitants of the Netherlands into England and other countries. Thus their manufactures declined; and the Dutch, discovering a better method of curing herrings than had before been known, drew that trade, as well as that of India, to themselves.

While the Flemish were manufacturers, the commerce was divided, as it were, amongst the Hans Towns; but when Holland itself, the most mercantile people in the world, got possession of those original sources, they kept the trade arising from them entirely to themselves.

The fall of the Hans Towns began in their becoming warlike instead of commercial, and preferring political importance to wealth obtained by their original modes. The rise of Holland accelerated their decline; and the general attention which other nations began to pay to manufactures and commerce, by distributing them more equally amongst people, in different parts of Europe, destroyed that superiority which the northern nations had so long enjoyed.

The Hanseatic towns had, in those days, when they understood the nature and importance of commerce better than other nations, obtained, for their merchants, privileges that, in times when those latter grew more enlightened, became burthensome and obnoxious; but the members of the League, by a fatality, (if it may be so called,) or, at least, by a conduct which is very common to nations and states, in the time of prosperity, never took into account the changes that time and circumstances had brought about; they never considered that the time was past, when they could either deceive, cajole, or coerce other powers, and that, therefore, they must depend on prudent management for the preservation of those advantages they had obtained under more favourable circumstances, and still retained, in England, till the time of Edward VI. when the inconveniences were felt by British merchants.

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The merchants supported their own claims, by accusing the Hanseatics of monopoly, of defrauding the customs, of extending the privileges granted to them, far beyond the original intention, which only went to give to certain towns privileges relative to articles of their own produce, whereas they had become general merchants, and had extended the same advantages to places never intended. England, which had long been rising in the woollen manufacture, as a rival to Flanders, possessed none of the advantages of foreign trade; for, of the cloths manufactured, not one-twentieth were exported by English merchants, but the whole nearly by those of the Hanseatic towns.

When, with the advice of the Privy Council, Edward VI. deprived the Hanseatics of their privileges, the case was instantly reversed, and the export trade fell nearly all into the hands of English merchants.

The privileges of the Hanseatic body, at the Steel-yard, were again restored by Queen Mary, who was married to Philip, the son of the Emperor; but this was of short duration, and a conclusion to their successful convention with England was put in the following reign of Elizabeth; when the Hans Towns, in conjunction with the Emperor of Germany, mistaking their own power, and the vigour and wisdom of the English queen, banished all the English merchant-adventurers, with a view to compel her to renew the privileges in England that had first been revoked during the short reign of her brother Edward and renewed by Mary, but again suspended.

The effect produced was directly opposite from that intended, and, instead of renewing the privileges, that spirited queen ordered the Steel-yard-house to be shut up on the same day that the English merchants were ordered to quit Germany; thereby putting an entire stop to this commerce, which, by means of their great capital and superior knowledge, was still considerable, though not protected by any peculiar privilege, as they only had for some time traded on the footing of her majesty's subjects.

This unfortunate retaliation occasioned an assembly of some of the principal members of the League at Lubeck, in 1591, when they remonstrated in a style of indignation, reproach, and menace, to

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which Queen Elizabeth answered, that she was willing to attribute their want of respect to their secretary, but that she set no sort of value on their hostile intentions.

There is no doubt that the assistance which those towns had attempted to give in fitting out the great armada* for the invasion of this country, had not a little contributed to this inflexible severity; but it was an effect arising from the progress of things which must very soon have been produced.

The great trade of the Mediterranean was now nearly at an end, Italy having lost the India commerce; so that though the manufactures of the North were still wanted, there was nothing to bring in return. Waerdenhagen says, that, about the year 1600, the Dutch got almost entire possession of the trade to the Mediterranean; so that the Hamburghers, when they went there sold their ships, and returned overland, having nothing to bring back; and Wheeler, the secretary to the merchant adventurers in England, who wrote in 1601, says, "that the Hanseatic towns were so much decayed, that the state (England) needed no longer to fear them. That their ships, formerly so numerous, were few, that their towns had a difficulty in paying the quota of expenses," and in the old, but significant language of those times, said, "that most of their teeth were out, and the rest loose."

To this epoch we may, indeed, refer the final dissolution of the Hanseatic League, as a formidable body, though, till 1641, they still occasionally continued to interfere in commercial politics, and particularly by joining with Holland against the Danes, for exacting too high duties from ships that passed the Sound.

But, though the League was at an end in reality, and the towns ceased entirely in the middle of the seventeenth century to act, as it were, in a corporate or federal capacity, the individual members did not all of them decay. Hamburg, for one, rose to greater height after than it had ever been before; and it was towards the end of that century reckoned amongst commercial cities, as next to London and Amsterdam; and as the general wealth and commerce of Europe increased,

* Sixty ships laden with stores for Spain, belonging to the Hans Towns, were taken or destroyed by the English.

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it continued to increase, not certainly in regard to its proportional, but in its real wealth.

The case of Lubeck has been very different from that of Hamburg: it fell with the society of which it was the principal member; and, after its fate was sealed, still continued to decline.

Bremen and other towns continued, like Lubeck, to decline; while Dantzic, and some others, like Hamburg, continued to increase in commerce; so that, though that part of the Continent had sunk in its rank in Europe, principally from others rising, and though many of its cities exhibited marks of decay, yet nothing has taken place that gives us room to consider the country, upon the whole, as a country on the decline.

Holland first, then England and France, by paying attention to manufactures and commerce, which the two latter had so long neglected, certainly altered the situation of affairs; but, by the singular changes that have taken place, within the last sixteen years, commerce is driven from the south parts of the Continent: and, as England cannot trade alone, if there is any intention to encourage commerce, it can only be done by returning to those channels which we see are so well fitted by nature for that purpose.

The circumstances of different nations have already compelled commerce to return, in part, to the northern ports; but, though necessity will do a great deal, much still remains to be done by exertion, arrangement, and adopting the means that are fittest for the promotion of so desirable an object.

The political situation of the countries adjacent to the Baltic Sea is as much changed in one direction, as that of the towns is in another.

Russia, now the greatest empire in the world, is become, in point of defending itself, the most invulnerable of all nations; so that it may be considered as a first rate power, though it was formerly the very reverse, owing to its being inferior to all surrounding nations in civilization, and unequal to maintain a contest, either with the Turks, the Tartars, the Swedes, or the Poles. It had not then any port in the Baltic Sea; it has now the most considerable ports in it.

Prussia, now occupies those parts where the Hanseatic wealth chiefly

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centred, and is sufficiently powerful to make their rights be respected.

Sweden and Denmark have still considerable power; and, by their conjunction against Russia, can entirely obstruct the commerce of the North.

Though Poland is as a kingdom no more, yet the name alone is changed. Each of the partitioning nations are able to maintain the rights of those towns that are contained in it.

To that combination of cities, for mutual defence, which we saw take place in the infancy of commerce, we have of late years seen succeed a combination of crowned heads; and the same common interest that, in the eleventh century, gave birth to the Hanseatic League, in the end of the eighteenth, produced the armed neutrality.

The commerce of the Baltic consists, in great part, in iron, timber, hemp, tar, and such articles as are much wanted by nations in a state of warfare; and policy requires that contending parties should endeavour to deprive each other of the means of annoyance. That circumstance has given rise to the definition of certain articles, which are distinguished by the name of contraband of war; the laws and conventions relative to which, between nations, are different from those concerning other objects.

England and France, the nations most frequently at war, are the most deeply interested in this sort of maritime law; and England in particular, having the greatest power at sea, feels the advantage of this system above any other nation.

The Russians, Danes, and Swedes, on the contrary, are interested in supporting the freedom of this trade. This opposition of interests, began first during the American war, to assume the appearance of a regular resistance, on the part of the northern nations, to the laws, according to which the belligerent powers conducted themselves.

This brought forth, in the year 1780, memorials, attended by formidable armaments, on the part of the northern powers; the object has been described, and the combination entered into, was termed the armed neutrality; the circumstances of which are too recent to be forgotten.

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The good correspondence which had been preserved between England and Russia, from their earliest connection, without any interruption,* was now, for the first time, converted into jealousy; and, before the termination of the American war, hostilities were more than once likely to have taken place.

After peace was re-established, as the point in dispute had not been settled, the northern powers still continued discontented, and that discontent was directed chiefly by Russia against Great Britain, the power the most interested on the opposite sides of the question; so that a treaty of commerce, that expired in 1786, between the two nations was not renewed till 1793, Russia refusing to act in her former friendly manner.

The events that took place during that interval are well known to the reader, and foreign to this subject; but the dissatisfaction still lay lurking at the bottom; and, had it not been for the nature of the war in which we were engaged, might probably have broken out in 1794, when the same inconveniences were felt as in 1780. As it was, Russia, which wished success to the English efforts, made no remonstrance; but when, for other reasons, she became discontented, Denmark and Sweden were found quite ready to renew the armed neutrality, and to threaten England.

Matters did not, however, go on with the same tranquillity as in 1780; but it is not consistent with the nature of this work to enter into details of hostilities, whether by land or sea; it is sufficient to state, that the attack on Copenhagen, in 1801, and the general feelings and wishes of the nations concerned, terminated in the following convention:

* A short interruption of good offices, in the time of Oliver Cromwell, ought not to be reckoned as any thing serious; and the withdrawing from English subjects the great privileges they once enjoyed, was a natural consequence of the better understanding of their own commercial interests.

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CONVENTION between his Britannic Majesty, and the Emperor of Russia. Signed at St. Petersburgh, the 5—17th June, 1801.

In the Name of the most Holy and Undivided Trinity.

THE mutual desire of his majesty the King of the United Kingdom of Great Britain and Ireland, and of his majesty the Emperor of all the Russias, being not only to come to an understanding between themselves, with respect to the differences which have lately interrupted the good understanding and friendly relations which subsisted between the two states; but also to prevent, by frank and precise explanations upon the navigation of their respective subjects, the renewal of similar altercations and troubles which might be the consequence of them; and the common object of the solicitude of their said majesties being to settle, as soon as can be done, an equitable arrangement of those differences, and an invariable determination of their principles upon the rights of neutrality, in their application to their respective monarchies, in order to unite more closely the ties of friendship and good intercourse, of which they acknowledge the utility and the benefits; have named and chosen for their plenipotentaries, *viz.* his majesty the King of the United Kingdom of Great Britain and Ireland, Alleyne Lord Baron St. Helens, his said majesty's privy counsellor, and his ambassador extraordinary and plenipotentiary to his majesty the Emperor of all the Russias; and his majesty the Emperor of all the Russias, Sieur Nikita, Count de Panin, his privy counsellor, minister of state for the department of foreign affairs, present chamberlain, knight grand cross of the orders of St. Alexander Newsky, and of St. Anne of the first class, of that of St. Ferdinand, and of Merit, of the Red Eagle, and of St. Lazarus; who, after having communicated their respective full powers, and found them in good and due form, have agreed upon the following points and articles:

ARTICLE I.—There shall be hereafter between his Britannic Majesty and his Imperial Majesty of all the Russias, their subjects, the

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states and countries under their dominion, good and unalterable friendship and understanding, and all the political, commercial, and other relations of common utility between the respective subjects, shall subsist as formerly, without their being disturbed or troubled in any manner whatever.

ART. II.—His Britannic Majesty and the Emperor of all the Russias declare, that they will watch over the most rigorous execution of the prohibitions against the trade of contraband of their subjects with the enemies of either of the high contracting parties.

ART. III.—His Britannic Majesty and his Imperial Majesty of all the Russias having resolved to place under a sufficient safeguard the freedom of commerce and navigation of their subjects, in case one of them shall be at war, whilst the other shall be neuter, have agreed:—

1. That the ships of the neutral power may navigate freely to the ports, and upon the coasts of the nations at war.

2. That the effects embarked on board neutral ships shall be free, with the exception of contraband of war, and of enemy's property; and it is agreed not to comprise, under the denomination of the latter, the merchandise of the produce, growth, or manufacture of the countries at war, which should have been acquired by the subjects of the neutral power, and should be transported for their account, which merchandise cannot be excepted in any case from the freedom granted to the flag of the said power.

3. That in order to avoid all equivocation and misunderstanding of what ought to be considered as contraband of war, his Britannic Majesty, and his Imperial Majesty of all the Russias, declare, conformably to the eleventh article of the treaty of commerce concluded between the two crowns on the 10th (21st) February, 1797, that they acknowledge as such the following articles only; viz. cannons, mortars, fire arms, pistols, bombs, grenades, balls, bullets, firelocks, flints, matches, gunpowder, saltpetre, sulphur, cuirasses, pikes, swords, sword belts, knapsacks, saddles and bridles, excepting, however, the quantity of the said articles which may be necessary for the defence of the ship and of those who compose the crew; and all other articles whatever not enumerated here, shall not be reputed warlike and naval

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stores, nor be subject to confiscation, and of course shall pass freely, without being subjected to the smallest difficulty, unless they be considered enemy's property in the sense above specified. It is also agreed, that that which is stipulated in the present article shall not be prejudicial to the particular stipulations of one or the other crown with other powers, by which articles of a similar kind should be reserved, prohibited, or permitted.

4. That in order to determine what characterises a blockaded port, that denomination is given only to a port where there is, by the dispositions of the power which attacks it with ships stationary, or sufficiently near, an evident danger in entering.

5. That the ships of the neutral power shall not be stopped but upon just causes and evident facts: that they be tried without delay, and that the proceeding be always uniform, prompt, and legal.

In order the better to ensure the respect due to these stipulations, dictated by the sincere desire of conciliating every interest, and to give a new proof of their uprightness and love of justice, the high contracting parties enter here into the most formal engagement to renew the severest prohibitions to their captains, whether of ships of war or merchantmen, to take, keep, or conceal on board their ships, any of the articles which, in the terms of the present convention, may be reputed contraband, and respectively to take care of the execution of the orders which they shall have published in their admiralties, and wherever it shall be necessary.

ART. IV.—The two high contracting parties, wishing also to prevent all subject of dissention in future, by limiting the right of search of merchant ships going under convoy to those cases only in which the belligerent power might experience a real prejudice by the abuse of the neutral flag, have agreed:

1. That the right of searching merchant ships belonging to the subjects of one of the contracting powers, and navigating under convoy of a ship of war of the said power, shall only be exercised by ships of war of the belligerent party, and shall never extend to letters of marque, privateers, or other vessels, which do not belong to the royal

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or imperial fleet of their majestics, but which their subjects shall have fitted out for war.

2. That the proprietors of all merchant ships belonging to the subjects of one of the contracting sovereigns, which shall be destined to sail under convoy of a ship of war, shall be required, before they receive their sailing orders, to produce to the commander of the convoy their passports and certificates, or sea letters, in the form annexed to the present treaty.

3. That when such ship of war, having under convoy merchant ships, shall be met with by a ship or ships of war of the other contracting party, who shall then be in a state of war, in order to avoid all disorder, they shall keep out of cannot shot, unless the state of the sea, or the place of meeting, render a nearer approach necessary; and the commander of the ship of the belligerent power shall send a boat on board the convoy, where they shall proceed reciprocally to the verification of the papers and certificates that are to prove, on one part, that the ship of war is authorised to take under its escort such or such merchant ships of its nation, laden with such a cargo, and for such a port: on the other part, that the ship of war of the belligerent party belongs to the royal or imperial fleet of their majesties.

4. This verification made, no search shall take place, if the papers are found in form, and if there exists no good motive for suspicion. In the contrary case, the commander of the neutral ship of war (being duly required thereto by the commander of the ship or ships of war of the belligerent power) is to bring to and detain his convoy during the time necessary for the search of the ships which compose it, and he shall have the faculty of naming and delegating one or more officers to assist at the search of the said ships, which shall be done in his presence on board each merchant ship, conjointly with one or more officers appointed by the commander of the ship of the belligerent party.

5. If it happen that the commander of the ship or ships of the power at war, having examined the papers found on board, and having interrogated the master and crew of the ship, shall see just and sufficient reason to detain the merchant ship, in order to proceed to an

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ulterior search, he shall notify such intention to the commander of the convoy, who shall have the power to order an officer to remain on board the ship thus detained, and to assist at the examination of the cause of her detention. The merchant ship shall be carried immediately to the nearest and most convenient port belonging to the belligerent power, and the ulterior search shall be carried on with all possible diligence.

Art. V.—It is in like manner agreed, that if any merchant ship thus convoyed should be detained, without just and sufficient cause, the commander of the ship or ships of war of the belligerent power shall not only be bound to make to the owners of the ship and of the cargo a full and perfect compensation for all the losses, expenses, damages, and costs, occasioned by such a detention, but shall moreover undergo an ulterior punishment for every act of violence or other fault which he may have committed, according as the nature of the case may require. On the other hand, the convoying ship shall not be permitted, under any pretext whatsoever, to resist by force the detention of the merchant ship or ships by the ship or ships of war of the belligerent power; an obligation to which the commander of a ship of war with convoy is not bound to observe towards letters of marque and privateers.

Art. VI.—The high contracting parties shall give precise and efficacious orders, that the judgements upon prizes made at sea shall be conformable with the rules of the most exact justice and equity; that they shall be given by judges above suspicion, and who shall not be interested in the affair in question. The government of the respective states shall take care that the said decisions shall be speedily and duly executed, according to the forms prescribed. And in case of an unfounded detention, or other contravention to the regulations stipulated by the present article, the owners of such ship and cargo shall be allowed damages proportioned to the loss occasioned thereby. The rules to observe for these damages, and for the case of unfounded detention, as also the principles to follow for the purpose of accelerating the process, shall be the matter of additional articles, which the contracting parties agree to settle between them, and which shall have

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the same force and validity as if they were inserted in the present act. For this effect, their Britannic and Imperial majesties mutually engage to put their hand to the salutary work, which may serve for the completion of these stipulations, and to communicate to each other, without delay, the views which may be suggested to them, by their equal solicitude to prevent the least grounds for dispute in future.

ART. VII.—To obviate all the inconveniences which may arise from the bad faith of those who avail themselves of the flag of a nation without belonging to it, it is agreed to establish for an inviolable rule; that any vessel whatever, in order to be considered as the property of the country, the flag of which it carries, must have on board the captain of the ship, and one half of the crew of the people of that country, and the papers and passports in due and perfect form; but every vessel which shall not observe this rule, and which shall infringe the ordinances published on that head, shall lose all rights to the protection of the contracting powers.

ART. VIII.—The principles and measures adopted by the present act shall be alike applicable to all the maritime wars in which one of the two powers may be engaged, whilst the other remains neutral. These stipulations shall, in consequence, be regarded as permanent, and shall serve for a constant rule to the contracting powers in matters of commerce and navigation.

ART. IX.—His majesty the King of Denmark, and his majesty the King of Sweden, shall be immediately invited by his Imperial majesty, in the name of the two contracting parties, to accede to the present convention, and, at the same time, to renew and confirm their respective treaties of commerce with his Britannic majesty; and his said majesty engages, by acts which shall have established that agreement, to render and restore to each of these powers all the prizes that have been taken from them, as well as the territories and countries under their dominion, which have been conquered by the arms of his Britannic majesty since the rupture, in the state in which those possessions were found at the period at which the troops of his Britannic majesty entered them. The orders of his said majesty, for the restitution of those prizes and conquests, shall be immediately expedited, after the

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exchange of the ratifications of the acts, by which Sweden and Denmark shall accede to the present treaty.

ART. X.—The present convention shall be ratified by the two contracting parties, and the ratifications exchanged at St. Petersburgh, in the space of two months at furthest from the day of the signature.

In faith of which the respective plenipotentiaries have caused to be made two copies thereof perfectly similar, signed with their hands, and have caused the seal of their arms to be affixed thereto.

Done at St. Petersburgh, the 5—17th June, 1801.

(L. S.) St. Helens. *(L. S.) N. Cte. de Panin.*

Formula of the Passports and Sea Letters which are to be delivered, in the respective Admiralties of the States of the two high contracting Parties, to the Ships and Vessels which shall sail from them, conformable to Article IV. of the present Treaty.

Be it known, that we have given leave and permission to N——, of the city or place of N——, master and conductor of the ship N——, belonging to N——, of the port of N, of——tons or thereabouts, now lying in the port or harbour of N——, to sail from thence to N, laden with N——, on account of N——, after the said ship shall have been visited before its departure in the usual manner by the officers appointed for that purpose; and the said N——, or such other as shall be vested with powers to replace him, shall be obliged to produce, in every port or harbour which he shall enter with the said vessel to the officers of the place, the present licence, and to carry the flag of N——, during his voyage. In faith of which, &c.

First separate Article.

The pure and magnanimous intentions of his majesty the Emperor of all the Russias having already induced him to restore the vessels and goods of British subjects, which had been sequestered in Russia, his said majesty confirms that disposition in its whole extent; and his

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Britannic majesty engages himself, also, to give immediate orders for taking off all sequestration laid upon the Russian, Danish, and Swedish properties, detained in English ports, and to prove still more his sincere desire to terminate amicably the differences which have arisen between Great Britain and the Northern courts; and, in order that no new incident may throw obstacles in the way of this salutary work, his Britannic majesty binds himself to give orders to the commanders of his forces by land and sea that the armistice now subsisting with the courts of Denmark and Sweden shall be prolonged for a term of three months from the date of this day; and his majesty the Emperor of all the Russias, guided by the same motives, undertakes, in the name of his allies, to have this armistice maintained during the said term.

This separate article shall have the same force and validity as if it were inserted word for word in the treaty signed this day; and the ratifications thereof shall be exchanged at the same time.

In faith of which, the respective plenipotentiaries have caused to be made two copies thereof perfectly similar, signed with their hands, and have caused the seal of their arms to be affixed thereto.

Done at St. Petersburgh, 5—17th June, 1801.

(L. S.) St. Helens. *(L. S.) N. Cte. de Panin.*

Second separate Article.

The differences and misunderstandings which subsisted between his majesty the King of the United Kingdom of Great Britain and Ireland, and his majesty the Emperor of all the Russias, being thus terminated, and the precautions taken by the present conventions not giving further room to fear that they can in future disturb the harmony and good understanding which the two high contracting parties have at heart to consolidate, their said majesties confirm anew, by the present convention, the treaty of commerce, of the 10th February (21) 1797, of which all the stipulations are here cited, to be maintained in their whole extent.

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This separate article shall have the same force and validity as if it were inserted word for word in the treaty signed this day; and the ratifications thereof shall be exchanged at the same time.

In faith of which, the respective plenipotentiaries have caused to be made two copies thereof perfectly similar, signed with their hands, and have caused the seal of their arms to be affixed thereto.

Done at St. Petersburgh, the 5—17th June, 1801.

(L. S.) St. Helens. *(L. S.) N. Cte. de Panin.*

Declaration.

Although the magnanimous intention of his Imperial Majesty of all the Russias, to do full and entire justice to those British subjects who have suffered losses, during the troubles which have disturbed the good intelligence between his empire and Great Britain, be already proved by facts, his Imperial Majesty, consulting solely his good faith, has, moreover, authorized the undersigned plenipotentiary to declare, as he does declare by these presents:

" That all the ships, the merchandise, and the property of British subjects, which had been sequestrated during the last reign in Russia, shall not only be faithfully restored to the said British subjects, or to their agents, but also that for the effects which may have been alienated in such a manner as to render it impossible for them to be restored in kind, a suitable equivalent shall be granted to the proprietors, which equivalent shall be hereafter determined, according to the rules of equity."

In faith of which, we, plenipotentiary of his Imperial Majesty of all the Russias, have signed the present declaration, and have caused the seal of our arms to be affixed thereto.

Done at St. Petersburgh, 5—17th June, one thousand eight hundred and one.

(L. S.) N. Cte. de Panin.

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ADDITIONAL ARTICLES, *signed at Moscow, the 20—8th October, 1801, to the Convention between His Majesty and the Emperor of Russia, concluded at St. Petersburgh, the 17—5th June 1801.*

WHEREAS by the VIth Article of the Convention concluded the 17—5th June 1801, between his Britannic Majesty and his Imperial Majesty of all the Russias, it was stipulated that the two high contracting parties should mutually agree on some Additional Articles, which should fix the regulations and principles to be observed, as well for accelerating the judicial proceedings upon captures made at sea, as for the damages which should be allowed to the owners of neutral ships and cargoes, in cases of unfounded detention, their said majesties have named and authorized for this purpose, *viz.* his majesty the King of the United Kingdom of Great Britain and Ireland, Alleyne Lord Baron St. Helens, a peer of the said united kingdom, one of his said majesty's most honourable privy council, and his ambassador extraordinary and plenipotentiary to his majesty the Emperor of all the Russias; and his majesty the Emperor of all the Russias, the Sieur Alexander, Prince de Kourakin, his vice chancellor, actual privy counsellor, minister of the council of state, actual chamberlain, grand chancellor of the sovereign order of St. John of Jerusalem, and knight of the Russian orders of St. Andrew, of St. Alexander Newsky, and of St. Anne of the First Class; of those of Prussia, of the Black and Red Eagles; of those of Denmark, of the Danebrog and of the Perfect Union; and grand cross of the sovereign order of St. John of Jerusalem: and the Sieur Victor, Count de Kotschoubey, his actual privy counsellor, minister for the department for foreign affairs, senator, actual chamberlain, and knight of the orders of St. Alexander Newsky, of St. Vladimir of the Second Class; and commander of the sovereign order of St. John of Jerusalem; who, in virtue of their respective full powers, have agreed upon the following articles:

ART. I.—In case of unfounded detention or other contravention of the established regulations, the owners of the vessel and cargo so

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detained shall be allowed compensation for each day's demurrage, proportionate to the loss they shall have sustained, according to the freight of the said ship, and the nature of its cargo.

ART. II.—If the ministers of one of the high contracting parties, or any other persons accredited by the same to the belligerent power, should remonstrate against the sentence which shall have been passed by the respective courts of admiralty upon the said captures, appeal shall be made in Russia, to the directing senate, and in Great Britain, to his Majesty's privy council.

ART. III.—Care shall be taken, on both sides, scrupulously to examine whether the regulations and precautions agreed upon in the present convention have been observed, which shall be done with all possible dispatch. The two high contracting parties moreover mutually engage to adopt the most efficacious measures, in order to prevent the sentences of their several tribunals respecting captures made at sea being subject to any unnecessary delay.

ART. IV.—The goods in litigation cannot be sold or unloaded before final judgement, without an urgent and real necessity, which shall have been proved before the Court of Admiralty, and by virtue of a commission to this effect; and the captors shall by no means be permitted to remove or take away, on their own authority, either openly or clandestinely, any thing from a vessel so detained.

These additional articles, making part of the convention signed the 17—5th June 1801, in the names of their Britannic and Imperial majesties, shall have the same force and validity as if they were inserted word for word in the said convention.

In witness whereof, we, the undersigned, furnished with the full powers of their said majesties, have signed, in their names, the present additional Articles, and have affixed the seal of our arms thereto.

Done at Moscow, the 20—8th October, 1801.

(L. S.) St. Helens. (L. S.) Le Prince de Kourakin.

(L. S.) Le Comte de Kotschoubey.

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Declaration explanatory of the Second Section of the Third Article of the Convention, concluded at Petersburgh, the 17—5th June 1801, *between His Majesty and the Emperor of Russia, signed at Moscow, the* 20—8*th October* 1801.

In order to prevent any doubt or misunderstanding with regard to the contents of the Second Section of the Third Article of the Convention concluded the 5—17th June 1801, between his Britannic Majesty and his Majesty the Emperor of all the Russias, the said high contracting parties have agreed and declare, that the freedom of commerce and navigation granted by the said article to the subjects of a neutral power, does not authorize them to carry, in time of war, the produce and merchandise of the colonies of the belligerent power direct to the continental possessions, nor *vice versa*, from the mother country to the enemies colonies; but that the said subjects are however to enjoy the same advantages and facilities in this commerce as are enjoyed by the most favoured nations, and especially by the United States of America.

In witness whereof, we, plenipotentiaries of their said majesties, have signed the present declaration, and have affixed the seals of our arms thereto.

At Moscow, the 8—20th October, 1801.

(L. S.) St. Helens. (L. S.) Le Prince de Kourakin.
(L. S.) Le Comte de Kotschoubey.

Act of Accession of his Majesty the King of Denmark and Norway to the Convention of the 17—*5th June* 1801, *and Acceptance of his Majesty the King of the United Kingdom of Great Britain and Ireland.*

In the Name of the Most Holy and Undivided Trinity.

His majesty the King of the United Kingdom of Great Britain and Ireland, and his majesty the Emperor of all the Russias, having, in

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pursuance of their matual desire to terminate, in the most equitable manner, the differences which had arisen between them, as well as between Great Britain and the other maritime powers of the North, respecting the navigation of their respective subjects, concluded a convention, signed by their plenipotentiaries at St. Petersburgh, the 17—5th June of the present year: and their common solicitude extending itself not only to prevent similar altercations in future, and the troubles which might result therefrom, by establishing and applying the principles and rights of neutrality in their respective monarchies, but also, to render this system common and equally advantageous to the maritime powers of the North; it was stipulated by the ninth article of the said convention, that his Danish majesty should be invited by his majesty the Emperor of all the Russias, in the name of the high contracting parties, to accede to the said convention; and his majesty the King of Denmark and Norway, animated with the same sentiments of conciliation and peace, and desirous of removing every thing which has interrupted or might hereafter interrupt the good understanding between their Britannic and Danish Majesties, and to re-establish fully on its former footing the ancient harmony and state of things, such as they existed by his Danish Majesty's treaties and conventions with Great Britain, his said majesty has not hesitated to listen to the invitation made to him to accede to the said convention, signed at St. Petersburgh, the 17—5th June last.

To effect this salutary purpose, and to give to this act of accession, and to the acceptance of his Britannic Majesty, every possible authenticity, and every accustomed solemnity, their said majesties have named for their plenipotentiaries, viz.—His Majesty the King of the United Kingdom of Great Britain and Ireland Alleyne Lord Baron St. Helens, a peer of the said united kingdom, one of his said majesty's most honourable privy council, and his ambassador extraordinary and plenipotentiary to his majesty the Emperor of all the Russias; and his majesty the King of Denmark and Norway, the Sieur Francis Xavier Joseph, Count de Danneskiold Löwendal, count of the Holy Roman Empire, knight of the order of St. John of Jerusalem, major general in the service of his Danish majesty, commander of his marine

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forces, and his envoy extraordinary and minister plenipotentiary to his majesty the Emperor of all the Russias; who, after having reciprocally exchanged their full powers, found to be in good and due form, have concluded and agreed, that all the articles of the convention concluded between his majesty the King of the United Kingdom of Great Britain and Ireland, and his majesty the Emperor of all the Russias, the 5th—17th of June of the present year, as well as the separate articles annexed thereto, and the additional ones concluded the 20—8th October 1801, by the plenipotentiaries of their said majesties, in all the clauses, conditions, and obligations, are to be considered as having been agreed upon, done and concluded, word for word, by their Britannic and Danish Majesties themselves, in quality of principal contracting parties, save and except the differences which result from the nature of the treaties and engagements antecedently subsisting between England and Denmark, of which the continuance and renewal are secured by the aforesaid convention; and with the express stipulation on the part of the high contracting and acceding parties, that the stipulation of the second article of the additional articles, signed at Moscow, the 20—8th October 1801, by the plenipotentiaries of their Britannic and Imperial Majesties, which fixes that the adjudication of causes in litigation shall, in the last resort, be carried by appeal, in Russia, before the directing senate, and in Great Britain before his majesty's privy council, is to be understood, as with regard to Denmark, that the said adjudications shall be there carried by appeal before the supreme tribunal of that kingdom.

In order to prevent any inaccuracy, it has been agreed that the said convention, signed the 17—5th June, the separate articles annexed thereto, and the additional ones concluded the 20—8th October 1801, should be inserted here, word for word.

(Fiat Insertio.)

In consequence of all which, his majesty the King of Denmark accedes, by virtue of the present act, to the said convention, and to the said separate and additional articles, such as they are herein-before transcribed, without any exception or reserve, declaring and pro-

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mising to fulfil all the clauses, conditions, and obligations thereof, as far as regards himself; and his majesty the King of the United Kingdom of Great Britain and Ireland, accepts the present accession of his Danish Majesty, and in like manner promises, on his part, to fulfil all the articles, clauses, and conditions contained in the said convention, and the separate and additional articles herein-before inserted, without any exception or reserve.

The ratifications of the present act of accession and acceptance shall be exchanged in the space of two months, or sooner if possible; and the stipulations of the said convention shall, at the same time, be carried into execution as speedily as possible, regard being had to the full and entire re-establishment of the state of things, such as it was before the period of the misunderstandings, which are now so happily terminated.

In witness whereof, we, the undersigned, by virtue of our full powers, have signed the present act, and have thereunto affixed the seal of our arms.

Done at Moscow, the 23—11th October, 1801.

(L. S.) St. Helens. *(L. S.) F. X. J. Cte. de Danneskiold Löwendal.*

Act of Accession of His Majesty the King of Sweden, to the Convention of the 17—*5th June*, 1801, *and Acceptance of His Majesty the King of the United Kingdom of Great Britain and Ireland.*

In the Name of the Most Holy and Undivided Trinity.

His majesty the King of the United Kingdom of Great Britain and Ireland, and his majesty the Emperor of all the Russias, having terminated, by a convention concluded at St. Petersburgh, the 17—5th June, 1801, the differences which had arisen between them respecting the rights of neutral navigation, in time of war, and his majesty the King of Sweden, equally induced by the desire of removing and conciliating the dissentions which existed on the same subject between his

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Britannic Majesty and himself, having consented, in consequence of the invitation that has been made to him, to accede to the above-mentioned convention; their said majesties have chosen and named as their plenipotentiaries to this effect, *viz.* — his majesty the King of the United Kingdom of Great Britain and Ireland, Alleyne, Lord Baron St Helens, peer of the said United Kingdom, one of his majesty's most honourable privy council, and his ambassador extraordinary and minister plenipotentiary to his majesty the Emperor of all the Russias; and his majesty the King of Sweden, the Sieur Baron Louis Bogislas Christopher Court de Stedingk, one of the lords of the kingdom of Sweden, his ambassador extraordinary and plenipotentiary to his imperial Majesty of all the Russias, lieutenant-general of his armies, chamberlain, knight and commander of his orders, knight of the Russian order of St. Andrew, knight grand cross of his order of the Sword, knight of those of Russia, of St. Alexander Newsky, and of St. Anne of the first class, and knight of the French order of Military Merit; who, after having exchanged their full powers, found to be in good and due form, have concluded and agreed upon what follows:

Art. I. — His majesty the King of Sweden accedes, by the present transaction with his majesty the King of the United Kingdom of Great Britain and Ireland, to the convention which was concluded between his said Majesty, and the Emperor of all the Russias, the 17—5th June, 1801, as well as to the first separate article annexed thereto, and to the additional ones concluded on the 20 — 8th October, 1801, promising and engaging to observe and fulfil all the stipulations, clauses, and articles therein contained, in the same manner as if his majesty had been a principal contracting party thereto, save and except the differences which result from the tenor of the treaties and engagements existing between England and Sweden, and which are to be renewed and confirmed in virtue of the aforesaid convention.

Art. II. — His majesty the King of the United Kingdom of Great Britain and Ireland, acknowledges, on his side, his majesty the King of Sweden as a contracting party in the convention concluded at St. Petersburgh, the 17 — 5th June, 1801, and binds himself in the most

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formal manner, to observe, execute, and fulfil, to their utmost extent, in whatever regards his said majesty, the stipulations, clauses, and articles of the said convention, and of the said first separate article, and of the additional ones, save and except the differences which result from the tenor of the treaties and engagements existing between England and Sweden, and which are to be renewed and confirmed in virtue of the aforesaid convention.

ART. III. — It is agreed that the adjudication, in the last resort of causes in litigation, which, according to the second article of the aforesaid additional articles, are to be brought by appeal before his majesty's privy council in Great Britain, and before the directing senate in Russia, shall, in Sweden, be brought by appeal before the supreme tribunal, in Swedish Högsta Domstolen.

ART. IV. — In order to prevent any inaccuracy, it has been agreed that the said convention, as well as the said separate and additional articles, should be inserted here, word for word, and as follows: —

(Fiat Insertio.)

The present act of accession shall be ratified in good and due form, and the ratifications exchanged at London in the space of two months, or sooner if possible, from the day of its signature.

In faith of which, we the undersigned, in virtue of our full powers, have signed the present act, and have thereunto affixed the seal of our arms.

Done at Petersburgh, the 30 — 18th March, 1802.

(L. S.) St. Helens. (L. S.) Court Stedingk.

These conventions nearly go to settle the point in dispute with regard to the contraband of war; a question which, at the bottom, has nothing so materially important as the nations concerned seem to think. It appears that the armed neutrality was, in fact, rather brought about by the particular views of the Russian government, than by the mutual interest of the high contracting parties. Den-

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mark and Sweden evidently followed the impulse of Russia; and to them, whatever grievance might exist, it was, at least, not a new one, and had never before been considered in that light. We have seen that, in the days of Queen Elizabeth, a fleet of sixty sail of Hanseatic ships was taken and destroyed, because they were carrying stores to Spain, at that time preparing, with the great armada, to invade England. Yet, so natural was this thought to be, that the Hanseatics, though extremely insolent, in a remonstrance relative to their privileges in England, a few years after, did not complain about the burning of their ships when they were carrying aid to an enemy.

The law of nature and of nations, though generally but very imperfectly obeyed, undoubtedly rendered the burning of the Hanseatic ships a matter of right; for, on such a service, they could only be considered as the ships of an enemy; it is not the ownership, but the service upon which they are, that determines this point; and, therefore, the ships of an ally, assisting an enemy, are to be considered as enemies. In 1652, the Danes, who were not at war with England, but excited by the Dutch, stopped in the Sound, a fleet of more than twenty English ships, laden with pitch, tar, flax, hemp, and other naval stores.

The armed neutrality, then, ought to be considered chiefly as the act of Russia; though Sweden and Denmark acquiesced in it twice: it ought also to be considered as a departure from a very ancient practice, founded on the rights of nations and the nature of things.

It is well known, that laws are made to regulate interests and prevent transactions that are improper in themselves, and that would be advantageous to some, and hurtful to others. Those who find the operation of law injurious to their interest wish to set it aside; and those who find its operation favourable wish it to be obeyed; and as, amongst nations, the power is too apt to regulate the will, Russia, with her increased strength, felt disposed to produce an alteration more favourable to her own interests; and Sweden and Denmark, acting from similar motives, were ready to join their efforts for the same purpose.

Why, it may be asked, did Denmark and Sweden remain quiet

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during six years of the last war, and become dissatisfied the moment that Russia was so? Why did they turn against England in the midst of a struggle, on her part, to defend the interests of civilized society? It is clear they had neither calculated the consequences, nor looked back to the history of former times; and, if they are now treated with indifference by the French, it is little more than what might be expected. The aggrandizement of France could be no matter of consideration to them, else they would not, during a contest to prevent it, have joined their efforts in aid of France. As to the conduct of Russia on that last occasion, the state of the unfortunate, though well-intentioned monarch who then ruled, precludes the necessity of inquiring into it. But Sweden and Denmark were not in a similar situation. If they acted from fear, and in consequence of threats, they were wrong; they should rather have asserted their independence, to prevent the operation of such undue influence. Russia, alone, would neither then have had a pretext nor the means of annoyance in such a cause, great as its power is.

In order that we may be able to judge from facts, whether the nations of the north had any occasion to complain of England hurting and interrupting their trade, let us look at the amount of imports; comparing two years of last war with two years during the peace, and we shall see that the increase, comparing 1784 and 1785, with 1801 and 1802 is nearly thus:

Imports from Russia have increased from 450,000*l.* to 2,230,000*l.* that is, they are four times greater than they were; those of Denmark have nearly doubled, and those of Sweden have done the same; and if those two latter powers have not increased still more, it is owing to themselves: we cannot purchase what they have not got to sell; and, if they do not increase their produce more rapidly, their commerce must feel the effects.

It may be hoped, that a convention being entered into, and the improbability of Russia ever being so unfortunately guided as she was in 1800, will prevent any future discussions on this subject, which, as we have seen, originated rather in private motives than in justice; still, however, as there is a possibility that what has happened may happen

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again, it may not be improper to inquire into the consequences of such hostilities.

The chief trade of Russia, Denmark, and Sweden, is with England; that would, in the first place, be interrupted; and England, during that interruption, would find it necessary either to raise at home, or procure from America, the articles now obtained from those nations. This, we shall see, is perfectly practicable, and the trade never would return to its present state. The northern nations would then be great losers, independent of the expenses of the war, which, at all events, would be considerable; and the object for which they fought would be destroyed, whether they succeeded or failed. Let us suppose, for a moment, that England was compelled to yield, where would then be the commerce of Russia? Is it not the naval power and greatness of England that occasions the chief consumption of naval stores in every country? Would the materials for a few frigates, such as are maintained by the states of America, support the commerce of the northern nations? and if England were destroyed, where would be the necessity for any thing more?

If, on the contrary, England conquered, the destruction of the rising navy of Russia would be certain; Denmark and Sweden would sustain a loss that twenty years of commerce would not repair, particularly of such mutilated commerce as they would then enjoy.

At the same time that these are matters of very serious consideration for the northern powers, the British government should consider that its great commerce and naval power do certainly excite envy, and tend to the humiliation of other nations; and, therefore, every harsh or vexatious proceeding should be studiously avoided on her part. It is only by such conduct, and a fair understanding of the case, and a calculation of the consequences, that we can expect to avoid discontents at some future period; for, as the convention grants to the northern powers more than we wished to give, though something less than they wished to have, it is in vain for us to deceive ourselves in thinking that either party is fully satisfied.

We shall see, in the course of this work, that Britain has resources within herself, that may enable her to become independent of the

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northern nations for their produce; and that, therefore, the consequences hinted at, in case of further efforts on their part to injure England, are not only natural, but will be necessary and inevitable, and make Great Britain, by compulsion, bring into activity those resources, which her policy ought long ago to have rendered productive.

The French revolution has created political changes and connections, which have greatly altered commerce; their effects we already feel beneficially on the one hand, with some inconvenience on the other; but the consequences are hardly yet to be foreseen. It is not improbable, but the commerce of the north of Europe will undergo as great a change as we have seen that transitory guest undergo in any other quarter in former times. The great attention paid by the Russian government to promote the trade of the Black Sea is only equal to the efforts of Peter the Great, for establishing that in the Baltic, by removing it from Archangel in the White Sea, to Petersburg.

The Austrian Netherlands, which used to be the barrier of Holland against the power and incursion of France, no longer exist; and as that barrier may probably never be reinstated, Holland can never resume her former commerce, confidence, security, and freedom; the vitals of it are destroyed by the alliance of her new neighbour, whose maxims and principles are unfavourable to the growth of so delicate and tender a plant as commerce.

Whilst Holland remains subject to the control of France, its commerce will always be interrupted by the misunderstandings of the latter with any other power; and the navigation of that fine river, the Rhine, will be lost to the general purposes of mercantile conveyance, to which the Dutch devoted it, as it will always be at the command of France.

The next considerable river that has an extensive interior communication, is the Elbe, which can supply the loss of the Rhine in some measure; but we have seen that France, having Holland as an ally, the barrier, even to the Elbe, is lost; and so long as Hanover remains connected with Great Britain, and Holland holds its present situation, the commerce, which might be carried on by the mouth of the Elbe, will always be liable to interruption, in any misunderstanding betwixt Great Britain and France.

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Unless the security of Hanover is by some means accomplished against the encroachments of France, the trade of the Elbe will always be conducted on a very precarious footing; and, as this event is at present uncertain, it will be useful to the commercial interests of Great Britain to point out other channels by which they may securely carry on her trade at present, and likewise in future, whenever a similar obstruction shall occur.

The French, violating the guarantee of the German empire, by occupying Hanover, naturally drove Great Britain to the necessity of blockading the rivers Elbe and Weser: at the first, commerce experienced a momentary check only; new channels, never thought of before, were then resorted to, attended, however, with inconvenience. Tonningen became the port of Hamburg, as well as did different ports in Holstein; the details of which will be given in a future chapter, when treating of the trade of the rivers Elbe, Weser, and Ems.

As the ports of the two former rivers have at present no direct external mercantile intercourse, and that of the latter will ever be liable to interruption from the frequent regulations made in Holland, through the influence of France, it becomes necessary to point out the first secure channel that British shipping can approach with facility and advantage; and which has the most easy and extensive interior communication, free from the influence or interruption of France.

In treating of the trade of Stettin, a very extensive avenue will be found into the interior of Germany, not only by the river Oder, but by different canals communicating with the Elbe, by which channels, great part of the interior commerce of Prussia and Germany was carried on through Hamburg, previous to the blockade of that river, which will shortly communicate even with the Danube.

From Dantzic we shall see the trade to Austria and all the intermediate country, as well as from Konigsburg and Riga for all the South East trade, through those fine regions, quite down to the Black Sea, Turkey, and even Asia. Under the respective heads will be found particular details for the information of every one.

What will serve to shorten the voyage, and lessen the risk in carrying on the continental trade, by means of the Baltic and the channels de-

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scribed, is the canal of Rendsburg, through Holstein; it will save the circuitous, dangerous, and tedious voyage round the Skaw and the Cattegate, by having proper vessels adapted to pass through, as the Dutch and French now have.

When these channels, and the facilities by the way of the Oder to the Elbe, and the numerous branches of interior communication to the western and southern boundaries of the German empire, come to be more generally known, the difficulties will not be found so insurmountable, nor the interruption so great as the French were inclined to believe. In one point they may be mistaken, for, by diverting trade into other channels, though rather more inconvenient, it will be amply compensated for, by possessing greater security; so that Great Britain may long enough maintain the contest, while she will never again have occasion to dread the inconvenience, which France has now occasioned.

To sum up the whole, the means of carrying on trade with the interior of the continent will be clearly pointed out, in any event less unfortunate than that of the conquest of Denmark and Prussia, by that same power, which has already ruined the Austrian Netherlands, and the Seven United Provinces.

CHAP. II.

OF THE RUSSIAN EMPIRE IN GENERAL.

Its Extent, Seas, Lakes, Rivers, Canals, and interior Communication. Its Produce, Iron, Wood, Hemp and Flax, Linens, Tallow, Grain, &c.

THE immense extent of country in Europe and Asia, now comprehended under the general name of the Russian empire, has only

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emerged from barbarism within these two centuries. Except in incursions and wars of depredation, the more ignorant portion of society has always been inferior in power to that which is the more enlightened.

Since the modern methods of making war, this distinction, given by civilization and wealth, has become infinitely greater than ever, and completed the superiority.

When Russia is more improved and better cultivated, as it no doubt soon will be, the exports and imports from other nations will greatly increase; besides, the navigation of the Black Sea, in a central situation, and surrounded by the finest and most fertile country in the world, if it was inhabited by a more wealthy and civilized race of men, would greatly tend to the increase of trade.

Amongst other things that take place, as civilization is introduced, population increases with the means of existence. Countries that enjoy a fertile soil and fine climate attain ordinarily from one hundred and fifty, to two hundred inhabitants for every English square mile; but if Russia were only to attain to one-third of the lowest degree, (or fifty,) which is not quite equal to Poland, the population would then amount to one hundred and twenty-five millions, which would afford a degree of commerce, and be attended with an increase of power that must greatly change both the mercantile and political interests of Europe.

Within these two last centuries, this change began, and, during the reign of Peter the Great, one hundred years ago, its progress was accelerated. It ceased to increase so fast after the death of that monarch, till within these fifty years, under the late empress; since which time, it has advanced in power and importance with great rapidity.

As all over Europe the progress of advancement has been greatly accelerated, during the last thirty years of the eighteenth century, Russia has partaken of the general movement; but owing to its immense size, and its being far behind the others, it has changed still more

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rapidly than any other; for in 1762, when the Empress Catharine mounted the throne, it was a second rate power; it is now not only in the first rank by land, but might soon be a second rate power at sea, if it knew its own resources.

The great means with which nature has furnished Russia, together with the example of other nations that are in a more advanced state, added to the facility with which arts, inventions, and improvements in general, are now disseminated, give its monarchs an ambition to make it that great empire for which it seemed by nature intended. The plans traced out by Peter the Great, lead naturally to the same end; so that, perhaps, there never was any country which, owing to a vast concurrence of circumstances, had so great an energy, both physical and moral, as we find combined in the Russian empire.

The revenues are at present but small, in comparison to the population,* and according to the extent still less; but they are increasing, and the value of money is greater there than in most other countries, so that, merely by a numerical comparison, the proportion is not fairly ascertained. The revenues of Russia, if estimated at ten millions sterling, will, in that country, go as far in military services and the main expenses of government as thirty millions would in England.

It was so late as the reign of Edward VI. that the commerce of Russia had its rise, when the celebrated Sebastian Cabot, who had already discovered Newfoundland, in the year 1553, fitted out three ships to discover a north-east passage to India and China: the command was given to Sir Hugh Willoughby, who unfortunately put into one of the harbours of Lapland with two of the ships, which were frozen in, and every soul perished. The command was afterwards given to Richard Chancellor, who was master of the other ship, and who had returned to England, after having landed at a monastery near the Dwina. Soon after this, Ivan Vassilievitch caused a harbour to be made, called

* From the 18th of February, 1803, to the 18th of February, 1804, there were married in the empire, 302,467 couples. Died 791,979 persons. Born 1,279,321, which last number, multiplied by 30, gives 38,379,630, for the population of Russia. In such accounts as those, nothing can be exaggerated, but much may have been forgotten, and something must have been omitted; so that 40,000,000 will be a fair estimate of people in that great empire.

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Archangel Michael; but, even in the year 1586, it had scarcely become a town.

In consequence of the address of Chancellor, and the inclination of Ivan Vassilievitch, a direct trade was opened, by this channel, betwixt Russia and England, which Queen Elizabeth encouraged, soon after her accession to the throne. In the year 1554, a charter was granted to a body of merchants, who entered into a joint stock company, which was confirmed by an act of Parliament in 1566, with additional privileges granted to it, and continued for a considerable time. At length it was dissolved as a joint stock company, but continued, (as it still is,) a regulated company, having a factory, at Archangel first, but now at Petersburg. It was to the efforts of this company that we are indebted for that branch of trade in the early period we have already described; and to it the East India company may be said to have owed also its rise.

By a statute of the 10th and 11th of William and Mary, it was enacted, that the freedom or fellowship of the Russia company should be less difficult, and that, from Lady-day 1699, every subject desiring admittance into that fellowship, should pay 5*l.* for the same, which still remains the case; each member paying, in addition, one guinea to the poor-box, 5*s.* to the secretary, and 2*s.* 6*d.* to the beadle of the company, besides stamps; each member pays a small rate, fixed by the company, on all goods imported into England only, from Archangel, Onega, Petersburg, and Narva. Hitherto Scotland and Ireland have been excepted, (though equally liable, since their respective union with England,) as well as the produce from all other ports in the Russian empire.

Excepting a little trade to Narva, the whole commerce of Russia was carried on by way of Archangel, till Peter the Great laid the foundation of St. Peterburg, which it is known has since become the grand mart of the empire, the greatest share of its commerce now passing through that city.

It was the first intention to have given more minute details relative to the Russia company, but the materials were found too voluminous for the general plan of the work, it is therefore confined to simple commercial detail in as compact a form as possible.

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In treating of the commerce of Russia, we shall divide it under the following heads:—1st. That of the White Sea.—2d. Of the Baltic Sea.—3d. Of the Black Sea:—followed with general remarks, and a view of the whole; but there ought first to be given some outlines of the extent of the empire.

Russia contains near the seventh part of the continent, and almost a twenty-sixth part of the whole globe. The extent from West to East, viz. from 39½ to 207½ degrees of longitude, contains 168 degrees; and if the islands of the Eastern Ocean be included, it will then contain 185.

This great empire is divided into three divisions; from the 57th degree towards the North Pole forms the northern division; between the 57th and the 50th degree of latitude forms the middle division; and the southern division begins at the 50th degree of latitude, and extends to the southern boundary of the Russian dominions.

The northern division abounds with all sorts of fish, some cattle, wild animals, and some of the metals, and much wood, though the latter diminishes in size, as it approaches the north.

The middle division is not only preferable, from its being a more temperate climate, but because it furnishes the greatest part of the produce for the export of Russia, as well as for its manufactures. In this division grow the hemp and flax, as well as different sorts of grain; the cattle are here generally fatter; tallow, hides, and glue, are produced here in greater quantities than in the northern parts: iron, copper, silver, and gold, and by far the finest fir timber come from hence.

The south division is more productive in cattle than the middle division, but not equally so in other articles, though from its climate it may be made to produce fruits, wines, and most of the luxuries of life.

European Russia is bounded on the east by Astracan, Kasan, and Siberia; on the north by the Arctic Sea; on the west by Sweden, the Baltic Sea, and Prussia, and Turkey in Europe; on the south, by the Black Sea, and part of Persia.

Asiatic Russia is bounded on the north by the Arctic Sea; on the west by Europe; on the south by part of Persia, Free Tartary, and China;

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and on the east by the North Pacific Ocean, which divides it from North America.

The external communications of Russia, by water, are by the White, the Baltic, and the Black Sea, and the Pacific Ocean. The Caspian Sea, the great lakes of Ladoga, Onega, Peipus, Ilmen, and Baikal, give rise to and facilitate the great *internal* commerce.

The principal rivers of Russia in Europe, which fall into those seas, or are connected with these lakes, either naturally, or by canals, shall be briefly stated, to shew the great interior communications, tending also to facilitate the *external* commerce.

Rivers which fall into the North or White Sea.

The principal river that falls into the North or White Sea is the Dwina, which receives this name on being joined by the Yuga and Sukhona, both which take their rise in the government of Wologda. The Yuga becomes navigable at the Pristan of Nekolsk; in spring, barks laden with corn, go down it into the Dwina; but, in summer, this river is only navigable for boats. The Sukhona takes its rise from the lake of Kubenski, in the government of Wologda. On the Dwina stands Archangel, by which the ancient commerce of Russia was carried on, and it is now, the same as for centuries back,—the principal river for the inland and foreign trade from the White Sea.

The Onega takes its rise on the north side of the lake Beloji, which falls into the lake of Beshe. On passing through this lake, the Onega bears the name of Wid or Swid; and then only receives the name of Onega, on having passed through the lake Latche.

Rivers which fall into the Baltic Sea.

The Kymmene, only remarkable as a frontier river, divides Russia and Sweden, and falls into the Gulph of Finland, near Frederickstadt: taking its rise in Finland; the navigation of it is very tedious, though short.

The Neva runs out of the Ladoga lake, and falls into the Gulph of Finland, below Petersburg, and is of the greatest consequence to Russia, both for the inland and foreign trade. The waters that run

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from the mountains of Finland and Waldai, gather into the Onega and Ilmen lakes; these lakes discharge themselves into the Ladoga lake; which last has no other discharge than the Neva, which divides itself into several branches at its mouth, running through the city of Petersburg.

The Narova falls into the Gulph of Finland, about nine miles below the city of Narva, deriving its source from the Peipus lake.

The Pernau, which falls into the bay of Riga, by the town of Pernau, takes in its course the rivulets of Fellin and Fennern; and only becomes navigable thirty-five wersts from its source.

The Düna, which has its source in the government of Twer, not far from that of the Wolga and Dnieper, falls into the Bay of Riga, by the city of that name. This very useful river takes its rise in the neighbourhood of the lake Seliger, in a bog, and is increased by many other rivers falling into it; namely, the Toropa, so called from the town of Toropetz; the Mjeha, the Kasplja, the Lutchossa, the Ulla, which rises out of the lake Beloje; the Drissa is only navigable when the waters are high, like the Ewst and the Oger. There are some waterfalls in the Düna; one produced by a chalk-cliff, not far above Riga, goes straight across the river; the navigation of it is the most dangerous when the water is low.

Rivers which fall into the Black Sea.

The Dnieper takes its rise in the government of Smolenski, not far from whence the Wolga and Düna have their source, and passes south through the governments of Smolenski, White and Little Russia, Kieff, the Slobodian Ukraine, and New Russia,—a length of fifteen hundred versts, and at Otchakoff falls into the Black Sea. The Dneiper receives many rivers, which communicate with those falling into the Baltic. On this river, within the distance of sixty versts, there were thirteen cataracts, or obstructions, in the centre of it; but those are now removing, and three have actually been removed. Above twelve governments have a communication, by water, with this river. On the left, the Dnieper receives the rivers Sosha, Desna, Soola, Psiol, Worskla, Orel, Samara, and others, which pass through the govern-

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ments of Little Russia, Koursk, and the Slobodian Ukraine; on the west side the Beresina and the Pripecz; two considerable rivers, which communicate with the governments of Minsk, Lithuania, and Volhinia, and promote the communication with governments laying east and south; connecting them with the Vistula, which runs down to Dantzic, the Njemen down to Memel, and the Düna to Riga; or, in a word, the Baltic and Black Seas, by three different branches.

The Boug flows through the governments of Podolia, and New Russia, and falls into the Dnieper, a little above Otchakoff.

The Dniester takes its rise beyond the Russian dominions, and serves as a frontier to the governments of Podolia, Volhinia, and New Russia, against Turkish Bessarabia and Moldavia, and falls into the Black Sea, south of Ovidipol.

Rivers which fall into the Sea of Azoph.

The Don is the only great navigable river that falls into the Sea of Azoph. It takes its rise in the government of Tula, and on the borders of Rjasan, passes the government of Tula, Rjasan, Tamboff, Woronesh, and the country inhabited by the Don Cosacs, and falls into the sea of Azoph, after a course of about 750 miles.

Rivers which fall into the Caspian Sea.

The Wolga is not only the noblest river in Russia, but in Europe; it facilitates the great commerce of the empire, being navigable from nearly its source, in the government of Twer, near the Düna and the Dnieper, quite into the Caspian Sea, taking, in its course, the following rivers: the Selisharowka, Wasusa, Twerza, Mologa, Shek-sna, Rotorost, Koestroma, Ounsha, Oka, Seura, Wetluga, Kama, Samara, Kamüeshenka, Achtuba, Ural, Terek, and Kur.

CANALS AND INTERIOR NAVIGATION.

Junction of the North and Caspian Seas.

The first, will unite the rivers Dwina and the Wolga, by the Kubenski canal, in the government of Wologda, and the river

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Wätschegda, which falls into the Dwina; this is carrying into execution.

The second is through the North Canal, by the rivers Waga and Jamza, the Onega, Woloksa, Ken, and Mosha, likewise uniting the Dwina and the Wolga.

Junction of the Baltic with the Caspian Sea.

The first canal unites the Neva with the Wolga, by the lake Ilmen and the canal of Vishney Volotshok; this celebrated canal connects the Caspian and Baltic Seas, in a navigation of 1434 miles: the vessels laden at Astracan ascend the Wolga to Twer, and thence up the Twerza, when they arrive at the canal through which they pass, and then descend the Msta to Novgorod, thence down the Volkhof to the Ladoga canal, and at Schlusselburg enter the Neva, so down to St. Petersburg, without ever unloading their cargoes.

The second unites the Neva with the Wolga, by the Ladoga canal, and by the canals of Tichwin and Sjás: the Tichwin canal is to join the Sominka with the Lid; this river falls in the Tschagadosh, thence into the Mologa, which runs into the Wolga. Annually, above 260 vessels pass up the Tschagadosh. The Swir canal is a continuation of that of the Ladoga, which unites the Volkhof with the Sjás river, in the same way as the Ladoga canal unites the Neva with the Volkhof. This canal was completed in 1801, during which year 651 barks of different sizes passed through it.

The third unites the Neva with the Wolga, by the lake Onega and the Maria canal, which unites the rivers Wytegra and Kowshaga. This canal was finished in 1801; from 130 to 160 galliots and smaller vessels pass annually through the Wytegra to St. Petersburg. The Onega canal is to join the Wytegra with the river Swir: this canal is carrying into execution. The Swir canal will join the river Swir and Sjás: and is to be finished in the year 1806.

Junction of the Baltic with the Black Sea.

First, The Beresinski canal will unite the Düna with the Dnieper, consequently the bay of Riga, with the Black Sea; this junction is

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formed by means of the river Ulla, which falls into the Düna, and the Sergatcha, which falls into the Beresina, which last falls into the Dnieper. The Beloje and Beresina lakes, lying betwixt, greatly facilitate the junction: one part is already finished, being six miles in length, with four sluices. This short distance has been found useful for the conveyance of goods to Riga already. About 300 large barks pass down the Düna annually; also considerable quantities of wood and masts float down that river; about 20 large barks, with salt, pass annually out of the Dneiper into the Beresina. The Beresinski canal, when completed, will very much facilitate the conveyance of goods to and from the Baltic and the Black Sea, betwixt the Dneiper, and Düna, and promote an easy and expeditious conveyance in the interior; this canal was begun in the year 1797; the principal part was finished in 1801, and the remainder will be completed this year, forming a complete line of navigation betwixt Riga and the Black Sea, and promote a general traffic in the heart of the country.

The second, by uniting the Njemen with the Dnieper, by the Oginsky canal, and of the Njemen with the Courland canal. Count Oginsky, during the last years of the Polish republic, completed this canal at his own expense: it joins the rivers Szczara and Jasiolda, the first falls into the Njemen, and the latter into the Pripecz, which runs into the Dneiper, by which it opens a communication with the Baltic and Black Seas; it was finally repaired in 1803: its length is 34 miles, and it has ten sluices. Vessels have long ago passed through it betwixt Konigsberg and the Black Sea. The governments of Lithuania and Volhinia send their produce by the river Njemen, also the provinces of Little Russia and Polish Ukraine now send their products by this communication to Memel and Konigsburg. The Njemen falls into the Baltic, near Memel. A plan has been projected to unite this river with the Bay of Riga, by a canal of ten versts in length; it would unite the Nevesha with the Lavenna, at the mouth of the great Aa, the river is deep enough even for vessels built for sea. Above Mittau it is navigable for small craft. This intended canal is not yet begun.

The third, by uniting the Western Bug with the Dnieper by the

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King's Canal. This canal was begun by order of the last King of Poland, and is completed. The rivers Pinna and Muchawetz have been made navigable near to their source; but the canal itself which unites them is badly constructed, and is carried through low and morassy places, in hopes that, without having sluices, there would be water enough; but, at the same time, care was not taken to level the ground in places through which the water was to flow, for which reason this canal is short of water in the summer months, and is only navigable in the spring, when the water is high, being frozen in winter. The Western Bug carries barks of a middling size, on which the inhabitants of Podolia and East Galicia carry their produce, by the Vistula, to Dantzic

CANALS PARTLY EXECUTING, AND PROJECTED TO FORM THE FOLLOWING JUNCTIONS.

Of the Baltic with the North Sea.—The Dwina is to be united with the Sheksna by means of the Kubenski Canal; the Sheksna, since the completion of the Maria Canal, has a communication with the River Neva. By means of these rivers, and the projected Kubenski Canal, a communication will be opened between Petersburg and Archangel.

Of the Bay of Riga with the Bay of Finland.—First, by uniting the rivers Pernau and Narova, by means of the lake Peipus and the canal of Fellin, which will open a communication with the Port of Pernau.

Second, by uniting the rivers Düna and Neva, by means of the lake Ilmen and the Welikoluki Canal; when this projected canal is carried into execution, vessels may pass from the Dnieper through the Beresinski Canal, into the Düna, down to Riga, or through the Welikoluki Canal, into the river Lowat, the lake Ilmen, and so to Petersburg.

Third, by uniting the Düna and Narova with the Peipus Lake, and the Verroi and Riga canals. The Verroi canal would serve to unite the lake Waggola and the Black Rivulet, it would be but short,

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and require only one sluice to have a direct communication with the Aa and Düna. A second canal is to be cut from the Düna, below Riga, across a narrow point of land, close to the Jägel and Weissen Lakes; the last of which comes so near the Aa that it could be united by a canal of two wersts in length. In 1797, this canal was ordered to be carried into execution, but it is not yet completed.

Of the Baltic and Black Seas.—First, by uniting the rivers Neva and Dnieper, with the Düna, by the Welikoluki canal, (this canal has not yet been begun) but it will require eighty-one English miles in length to be cut, and will fall into the lake Ushkaje, where the rivulet Ushka rises and discharges itself into the Düna. This projected plan is to be examined, and, if there is a probability of carrying it into execution, it is to be realized. This communication could also be carried on by the rivers Luga, Narova, the Peipus Lake and the river Pernau, which, at the town of that name, falls into the bay of Riga.

Of the Black and Caspian Seas.—First, by uniting the Dnieper with the Wolga, by the canals of Orel; by uniting, 1st. the Bolwa with the river Shisdra; 2d. the Sna with the Zon; and, 3d. the Nerussa with the Kromü, by means of canals.—These projected communications are called the Canals of Orel.

Second, by uniting the Don with the Wolga, by the Iwanoff Canal. This canal was begun in 1700, by Peter the Great, to unite the Don by means of the lake Iwan with the river Shat, which passes through the Upa into the Oka. This work was already far advanced, the bed of the river Don was deepened, and the canal itself was carried from the Don into the valley of Bobrucki, towards the lake Iwan, and had already twenty-four sluices, when the undertaking was suddenly stopped; but orders are now given to have this canal repaired and completed.

Third, By uniting the Don and the Wolga, by the Kamüshinski canal. Near the town of Kamüshin, in the government of Saratoff, these two rivers nearly approach each other, which distance is still lessened by the rivers Ilowla and Kamüshinski, of which the first

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falls into the Don, and the latter into the Wolga. This canal was began, in 1716, by order of Peter the Great, but was discontinued. In 1796, it was again examined, and orders given, if found practicable, to be carried into effect.

By means of the canals already finished, a great part of *European Russia* has a communication with one or other of the seas by which it is bounded; and, as the rivers are numerous, and a general plan is followed, of constructing canals wherever they can be useful, in a very short time, its internal communications will be such as to furnish it with the means of transporting all its produce into other parts, by means of water carriage.

As we have described a few of the principal rivers and canals, either completed, in execution, or contemplation, of that part of the Russian empire in Europe, we shall give the communication from the frontiers of China, by which the trade from thence, and that of Siberia, is carried on to the city of Petersburg. This navigation first commences on the borders of China, passing by the Selenga to the Baikal Lake, from thence upon the Angara, into the Yenissey, as far down as Yenissey; there the merchandise is unloaded and carried over a short track of land, and embarked on the river Ket; from thence down that river into the Oby; from which up the Irtish, the Tobol, and thence over land to the Tchussovaia, upon which river it is embarked again and falls into the Kama, and the Kama into the great river Wolga. By this conveyance it was estimated, that Russia drew, some years ago, merchandise to the value of no less than twelve millions of roubles, consisting in

Iron, valued at roubles, . .	3,000,000
Salt	2,000,000
Gold and silver	1,700,000
Furs and skins	1,000,000
Copper money	1,500,000
Copper in pieces	500,000
Tallow and leather	500,000
Marble, precious stones, &c.	300,000
Chinese trade	1,500,000

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It has since increased, particularly in the article of tallow; the exportation of which, from Petersburg, has been considerably augmented within the last two or three years.

The Wolga has already been described, together with its junction with the Neva, connecting the Baltic and Caspian Seas, and also the route, to Siberia and China, all which are united by means of the canal of Vishney Volotshok, through which the principal part of the trade of the empire is conveyed.

The number of barges which passed through the canal, in 1776, amounted to 2,537; in 1777, to 2641; and the average number was generally computed at about 2550.

Some idea may be formed of the interior increasing traffic, carried on through this canal, by the following statement, for eleven years.

YEARS.	VESSELS AND FLOATS.				LADING.			TOLLS OR DUTIES.
	Barks.	Half Barks.	One mast vessels and boats.	Floats.	Poods.	Cool.	Barrels.	Rubles.
1787	2,914	357	178	1,984	7,032,681	950,301	7,579½	24,689
1788	2,846	317	264	2,719	5,631,264	1,106,866	14,066	24,674
1789	3,812	253	249	1,560	8,262,009	1,418,354	6,445	31,841
1790	2,927	339	166	1,390	6,735,264	1,065,705	14,537	25,155
1791	4,025	305	178	1,485	8,381,147	1,524,706	12,473	33,721
1792	2,553	456	168	1,107	5,709,356	1,127,853	12,182	23,238
1793	3,488	439	179	2,005	8,752,189	1,211,251	15,696	30,067
1794	2,945	402	167	1,964	8,394,933	1,016,736	12,958	25,988
1795	3,119	375	212	1,562	8,094,384	1,022,078	5,913	26,753
1796	2,983	260	218	1,665	7,314,360	1,119,869	8,887½	25,743
1797	3,958	382	248	1,676	8,403,014	1,618,819	12,239½	34,192
Total	35,591	3,885	2,227	19,117	82,712,599	13,182,538	122,976¼	306,066
Annual average.	3,235	353	202	1,738	7,519,327	1,198,412	11,179	27,824

It may next be asked, after perusing the above statement, what sort of vessels they are, which navigate all those canals and rivers, and convey so much valuable produce from the interior to the ports, for exportation?

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Many of those vessels or barks, (as they are called,) bring down from 100 to 400 tons each, and some few more, particularly to Archangel. These barks are perfectly flat bottomed, and many of a great length: the largest fir planks are selected for the purpose of building them; the timbers and crooks are generally selected from such trees as have roots of a proper shape. The depth of one of these vessels is seldom more than four feet; some few more: the sides are perpendicular, and not much regard had to shape: they load them to draw from 20 to 30 inches of water, or more, according to the season of the year and to the water they expect to find in their respective navigations. Their rudder is a long tree, like an oar. In case of leakage, instead of a pump, they put up a rough cross bar, from which is slung, by means of a rope, a wooden scope, with which they throw out the water. These vessels are rudely constructed, purposely for conveying only one cargo; they cost from 100 to 300 rubles each; and when they arrive at Archangel, Petersburg, or Riga, and their cargoes are discharged, they are sold or broken up for fire-wood or other purposes, seldom fetching more than from 20 to 50 rubles.

Although a great part of the products are brought down by water, while the navigation continues open, yet the great preparation for the following year's business is during the previous winter; and great quantities of goods are conveyed by sledge-ways, during this season, not only to Archangel, Petersburg, and Riga, but particularly to those parts which have not the advantage of interior water conveyance. Flax and hemp come to Narva, grain to Revel, flax and grain to Riga, particularly if the prices happen to be high at the time. The produce from all parts of the interior, which have not the advantage of water conveyance, is carried by sledge-ways to the nearest Pristan, or place where the barks are built, from whence they are floated down with the current, so soon as the snow and ice begin to melt: they are previously loaded, to be in readiness to take advantage of the water when it is high. The masts and heavy timber are conveyed out of the forests to the nearest navigable communica-

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tion, during the winter, when it is that a great interior commerce prevails, particularly in the articles of importation by the last arrived ships, their cargoes being carried by the sledge-roads to the remotest parts of the empire. So general is this sort of communication, that, to and from Mosco, merchandise has been conveyed that distance frequently so low as 10 copecks per pood, the ordinary rate being from 20 to 35 copecks per pood, which is 15*s.* the lowest, the highest 45*s.* per ton, for a distance of between 4 and 500 miles; certainly considerably cheaper than freights by sea, for the same distance, without reckoning the insurance, and uncertain conveyance, while the other is certain and expeditious. The cheap rate of land carriage, and still more reasonable rate by water, though more tedious, is a favourable circumstance to forward the external commerce of this empire, as well as that amongst the interior provinces with each other, which is very considerable.

PRODUCE AND MANUFACTURES.

It must naturally be supposed that a country of such vast extent, as Russia, must have nearly all the variety of soil that is to be found in the world, which, being under a variety of different climates, produce all the necessaries and luxuries of life, and that both will increase as civilization and population extend.

The Northern regions afford articles of traffic, as well as the southern and middle. The produce of Russia, for export, consists in iron, hemp, flax, cordage of all kinds, tallow, hides, fir and oak timber in planks and deals, battens, balks, spars, bowsprits and masts; pitch and tar, grain of all sorts, particularly wheat; hempen and flaxen linen manufactured for the use of the table, flems, ravenducks, and other sorts for general purposes, and sail-cloth of various sorts, bees-wax, honey, bristles, and tallow candles; isinglass, caviar, butter, soap, leather, train oil, hempseed, linseed, and their oils, and latterly tobacco from the Ukraine.

We shall, however, only treat of the principal articles of produce, and such manufactures as form the commerce of Great Britain and other maritime countries, by which Russia has reaped the advantage of exploring the bowels of the earth and drawing riches

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therefrom, as well as by the produce of the soil, yielding her an annual profit; making other nations tributary, as it were, in paying that price which her subjects demand. The policy of this measure is very questionable, though it has been aided by government in the establishment of a Bank, which will be hereafter described. Of Iron, Wood, Hemp, Flax, Linens, Grain, and Tallow, we shall treat particularly.

Iron.

The English, upon all occasions, appear to have been the first to introduce useful discoveries and enlarge the means of the Russians. This is evident in respect to iron, which has become an article of much consequence in Russia. In 1569, Ivan Vassilievitch granted the English the privilege of seeking out ore and establishing iron-founderies, on condition of their paying about a farthing per pound and teaching the Russians the art of making iron. The first iron-mine of any consequence, however, we find in Russia is one near Mosco, established by Alexey Michailievitch, which is still worked, and at which Peter the Great himself laboured. The insight he acquired here caused him, in 1698 and 1701, to send to Saxony for some able miners; nor was it till so late as 1703, that discoveries led to the establishing of the Siberian and other mines. In the government of Perme such progress was made, that, before 1711, all the expenses were more than doubly paid, after raising furnaces, forges, founderies, flatting and slitting mills.

To such an extent were they already arrived, in 1726, that upwards of 25,000 tons of bar and wrought iron were sent by the already-described water communications, as well as large quantities of copper. The impolicy of the Swedes, in keeping the price of their Iron at a high rate encouraged the Russians. The then abundance of fuel near the mines in Russia, the large quantity of rich ore, the cheapness of labour, and the reasonable price of the necessaries of life for the boors, caused founderies to be quickly extended, although the price of Iron, even towards 1760, was not more than from 60 to 65 copecks per pood. At this rate, they cleared immense profits; and all those families who had fortunately

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embarked in the iron manufactures, as the Demidoffs, Twerdichoffs, Jacovloffs, Lughenins, Strogonoffs, Waronzows, Gurioffs, and Lazaroffs, have amassed princely fortunes. The richest and most productive mines are in the Uralian Mountains, the government of Perme, the adjacent district, and on the Siberian side, which produced from about 55 to 65,000 tons of iron annually. The Altayan Mountains are productive, but still more so the Nertschinskian, not only in iron, but in silver, and some gold. At Olonetz there are mines which produce ore of an inferior quality. In short, the Uralian, Altayan, and Nertschinskian Mountains, produce not only the most iron, but likewise copper, as well as silver, which Kolivhan likewise produces in considerable quantities. In the Uralian Mountains alone the works, in 1779, had extended so largely as to have upwards of 100 smelting-houses, two-thirds of which were for iron, the others for copper; and, of the former metal, they produced near 64,000 tons alone. In other parts of Russia are mines, besides those we have described, but the ore is of an inferior quality. In the whole empire, without reckoning the little smithies and forges scattered here and there, the produce of iron, annually, was, at that time, about 80,000 tons, from the above year till 1793 or 1794. Of this quantity about half is exported, the other being used for necessary purposes in the interior, which must be considerable in so large an empire; besides the various manufactories, such as those at Tula, for firelocks, pistols, sabres, and, at other places, for the various branches of hardware: those manufactures increased by the prohibitions that took place in 1793, when the importation of all hardware was prohibited, scythes excepted, which the Russians cannot yet make in sufficiently great perfection.

In the year 1794, all iron-works were offered assistance in cash from government; and those who took the benefit of such aid were to pay two copecks per pood, in addition to the duties already paid. Some regulations were likewise introduced by government, in favour of the poor boors, tending to abridge their labour.

The Russians conceiving that the foreigners could not carry on their manufactures without their iron, imprudently raised the price, by degrees, from 70 to 80 copecks per pood, which it was, in 1770, up to

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200 and 220 copecks for new sable, and 250 copecks for the best old sable, previous to the prohibition of the exportation of deals which took place at the close of 1798.

The exportation of iron from Russia after the year 1784, but particularly since 1794, has been upon the decline; for the last year, the export to Great Britain was not a third part of any of the previous three years. In the year 1784 the whole export from Archangel and the Baltic was about 50,000 tons, of which Great Britain alone took above 40,000; and in the year 1781 she imported 50,000 tons from Petersburg alone; whilst the whole exportation from thence for the last four years, was, on the average, only about 40,000 tons, of which Great Britain has taken 30,000, and in 1804 only 5848 tons.

It may not be unacceptable, when we are speaking of the most useful though least valued metal, the produce of Russia, that we should likewise mention the others.

Gold has been found in considerable quantities in Russia. The first mine of this valuable metal was discovered in the mountains of Olonitz in 1739, and one for silver in 1704. Many other discoveries have been made of gold and silver mines which are worked; but the most considerable is that of Kolhivhan, which had been worked by Demidoff, the rich Russian iron-master, from its discovery till 1745, when the crown took possession of it. The whole of the native produce of Russia has been estimated at

Gold about	42,675	Pounds weight
Silver —	1,564,750	ditto

The best copper mines are in the Uralian, Altayan, and Olonitzian mountains, of which the first is by far the richest. In the Uralian mountains alone, there were, twenty-five years ago, sixty smelting houses, which produced about 6,200,000 pounds weight. The whole annual produce of the empire has been about 7,350,000 pounds weight; but, as the produce of the mines is decreasing, the whole cannot be reckoned at present at more than 7,000,000; which is chiefly coined for circulation.

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The whole Quantity of Iron shipped from Russia in 1798, *was as under.*

	IRON.	
	Rubles.	Rubles.
Petersburg ..	4,745,648	
Riga	122,236	
Wyburg	4,571	
Revel	3,000	
Fredericksham	83	4,875,538
Archangel ...	183,070	183,070
Taganrog	111,838	
Cherson	13,254	
Theodosia ...	12,490	
Eupatoria ...	7,740	
Otchakoff ...	150	
Yenicale	54	145,517
		5,204,125

	IRON.	
	Poods.	Rubles.
Bar iron	2,503,757	4,258,228
Assorted iron	491,575	901,464
Plate iron, and cast iron goods	37,917	44,433
	3,033,249	5,204,125

Assorted iron is only exported from Petersburg, Riga, and Archangel.

The exportation of iron throughout the whole empire, in 1802, amounted to 4,617,989 rubles.

The Estimation of the Russia Old and New Sable Iron in the English Markets has generally been reckoned

Quality.	OLD SABLES.
1	CCND.
2	Peter Savich Jacovloffs.
	Serjey Jacovloffs.
	Ivan Jacovloffs.
3	Peter Demidoffs.
4	Alexander Demidoffs.

Quality.	NEW SABLES.
1	Gurioffs.
2	Twerdichoffs.
	Gleboffs.
	Ossokins.
3	Waronzows.
	Strogonoffs.
	Lazaroffs.
	Ivan Nikita Demidoffs.

Some part of the iron that is loaded, in the barks, at the works in Siberia, ready for the opening of the waters there, usually arrives at Petersburg in September, and the barks continue to decend till the rivers close again. The remainder only arrives the following year from the opening of the rivers till about July.

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Wood.

The wood trade is nearly connected, in Russia, with that of iron, and naturally leads to this consideration; that not being an article like the manufactures, or the annual produce of the soil, time, care, and salutary regulations are required to preserve a constant trade and keep up a stock to supply the demand.

In such an extended and uncultivated empire as Russia, abounding with immense forests and large woods, sufficient for all the internal and domestic purposes of its inhabitants, both for fuel and building, as well as for the wants of other nations, by exportation, if proper regulations were adopted respecting her forests and her timber, she might be to Europe what the Newcastle coal trade is to London and the East of England, with this greater advantage, that, whilst the latter will be exhausting by the slow and progressive effects of time, the other would continually be renewing, by a constant succession, for ages to come.

Let us look at the immense forests in the governments of Archangel, Olonitz, and Wologda; the wood of which might be exported from the former place and Onega; whilst the wood growing in other provinces, in forests equally great, communicating by water with Petersburg, might be shipped from the latter port. By far the best fir wood in Europe, and the finest masts come by way of Riga, from those provinces which have rivers falling into the Dneiper. An immense quantity of timber comes down by way of Memel and Dantzic, from the Russian and Austrian Provinces, and the whole of Poland; these supplies are at present sufficient for the consumption of Europe, whilst the immense forests in Tobolsk, Irkutz, and throughout Siberia, are sufficient for all the purposes of their iron manufactures and the interior; surely then, with such supplies, if suitable regulations were made, this branch of commerce would be one of the staple and most productive and permanent of the Russian empire, since most others may in time be exhausted, whilst this could not, unless the population should become so considerable as to destroy it.

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Notwithstanding such apparently inexhaustible supplies of wood, and the regulations which even before existed for its preservation, yet we find at the close of the year 1798, from the mistaken notions of the proprietors of the iron mines in Russia, that they succeeded in procuring a prohibition, to the exportation of timber, in toto, which they afterwards modified, with a view of benefiting themselves. This measure was the means of raising the price of iron, in consequence of the additional freight the English were obliged to pay, because they could not get deals as usual to load their ships; this operated to the prejudice of the Russians, and diminished the exportation of iron, besides depriving the government of an annual revenue, from wood, of considerable amount, and the proprietors of the forests of a permanent resource.

In 1740, deals sold, at Petersburg, by the hundred, for seven rubles, and in 1790, they cost from sixteen to eighteen rubles; and, just before the prohibition took place, they were selling from 2½ to 3½ rubles per dozen, reduced to standard measure, that is, 12 feet long, 11 inches broad, and 1½ inch thick, (let the length, breadth, and thickness be what it might;) but the effect of that prohibition immediately put a stop to the saw mills working, the cutting of timber in the country, and the bringing of any, supplies of wood down the rivers; the consequence was, that, for ordinary purposes, at Petersburg, the price rose to eight, nine, nay even ten rubles per dozen, and scarcely any could be got even at that price, as no person chose to bring supplies down, owing to the export trade being stopped, and the sale uncertain. This produced a fresh regulation; perhaps partly through the influence of the iron proprietors, who maintained, that if the English must have deals, they ought to be proportioned to the quantity of iron they took, which was therefore regulated, at 284 standard dozen of white wood deals for every 100 tons of iron exported. By an ukase, in the spring of 1804, half that quantity of red wood was allowed in addition to the white wood, for the same quantity of iron; but this privilege of exporting red wood deals was only granted to a few people, and therefore the proportion was perhaps exceeded; and those who ex-

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ported iron only did not themselves exercise the privilege of exporting the deals, but sold it to others interested in that trade.

The cause of the prohibition of wood was supposed to originate with the proprietors of mines, who represented that, from the great quantity exported, they could not work their founderies; notwithstanding the price of iron had risen, on account of the high price of wood. Although this was in Siberia, from whence no supplies of timber can come to any shipping ports; and the evil complained of by the proprietors of the mines, arose from their not taking measures, in due time, to preserve a constant supply. Nor is it attended to more now than formerly; young trees being very frequently cut down for making roads, laid horizontally, and covered with sand. The prohibition to the export of wood had, in effect, no salutary end. The manufacturing of pitch, tar, and pot-ashes, was still carried on; and the young linden is yet sacrificed for making mats, and even shoes, for the poor peasantry. Whole balks are used horizontally, in building the peasants houses, and for many purposes; and entire districts are in devastation, by cutting down every thing indiscriminately; so that every year, as the distance becomes farther and farther, they have to obtain supplies from a more remote quarter.

The indiscriminate destruction of wood may easily be conceived in the neigbourhood of the mines, from the situation many furnaces are in, by being obliged occasionally to suspend their works. In the government of Perme alone, it is supposed that betwixt 3 and 400,000 tons of charcoal is consumed, to smelt and work iron and copper; what an immense quantity of timber must be cut to produce so great a quantity of charcoal; particularly where there is no management or care in the forests, and where all is cut down as it comes, without a consideration to the future!!!

It has been before observed, that the middle regions produce the finest masts and timber. The facilities and natural position of Riga render it a convenient port for exporting these articles. The districts from whence these supplies are received have become very wide; and therefore a table is here given, shewing the first cost, and the expenses

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attending the transporting the same; but which the new canal described, when finished, will lessen.

Wood.	Quantity.		Prime Cost.	Expenses of Conveyance	Total amount of the whole cost.	Duties on Exportation.
	Shock.	Pieces.	Rubles.	Rubles.	Rubles.	Rubles.
Spars of 10 palms	—	100	150	450	600	218
—— from 11 to 13 do.	—	100	270	810	1,080	426
——14 to 15 do.	—	100	600	1,800	2,400	750
——16 do.	—	100	750	2,250	3,000	804
Masts of 17 palms	—	100	900	2,700	3,600	3,390
——18 do.	—	100	1,000	3,000	4,000	3,452
——19 do.	—	100	1,400	4,200	5,600	3,546
——20 do.	—	100	2,500	7,500	10,000	5,290
——21 do.	—	100	3,500	10,500	14,000	5,546
——22 do.	—	100	4,500	13,500	18,000	5,936
——23 do.	—	100	5,500	16,500	22,000	7,500
——24 do.	—	100	6,500	19,500	26,000	9,168
——25 do.	—	100	7,500	22,500	30,000	11,300
			35,070	105,210	140,280	56,326
Beams, from 22 to 50 feet	—	100	150	450	600	98
—— 50 to 57 do.	—	100	270	810	1,080	90
Oak timber, from 11 to 13 inches thick	100	—	18,000	54,000	72,000	1,126
Hogshead staves, 11 inches thick, and 80 inches long	100	—	3,500	10,500	14,000	198
French wood, 7 inches thick, and 40 inches long	100	—	450	1,350	1,800	108
Pipe staves, from 2 to 4 inches thick, and 60 long	100	—	250	750	1,000	36
Total			57,690	173,070	230,760	57,922

To return to the prohibition from exporting timber. In 1799, the whole exportation was only 344,000 dozen of deals, of which Great Britain took 321,000; whilst, in the year 1798, the aggregate exportation of deals, besides timber, had been 3,435,000 standard dozen of reduced deals, from Petersburg alone.

The consequence of this sudden prohibition was the ruin of many, without answering any beneficial purpose. Even the government itself lost a considerable revenue, as well as the individual capitalists con-

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cerned in the trade. The following is a statement of wood and timber on the spot, ready for shipping, at the close of the year 1798, and that which was previously contracted to be delivered in the ensuing years, 1799 and 1800, which will shew the loss to the individuals and to the state.

	Prime Cost.	Duty on Exportation.
	Rubles.	Rubles.
Wood ready for shipping, for account of the Riga timber-merchants . .	681,256	187,782
——— for account of foreign commissioners	658,640	199,951
	1,339,896	387,733
Wood contracted to be delivered in the year 1799, 1800	1,550,443	337,114
Total	2,890,339	724,847

It must, however, be observed that, in the year 1793, the importation of timber into Great Britain was not so large as previous years; which, consequently, lessened the export from Russia; but the following table will shew its state in that year.

	Planks.	Oak-wood.	Balks.	Ship-timber.	Divers wood.	Total.
	Rubles.	Rubles.	Rubles.	Rubles.	Rubles.	Rubles.
Petersburg . . .	802,077	—	33,751	64,984	7,709	908,521
Riga	15,616	453,085	88,800	2,131	20,637	580,269
Wyburg	109,192	—	—	—	369	109,561
Narva	29,412	—	31,087	—	991	61,490
Archangel . . .	36,800	2,583	7,255	—	—	46,638
Fredericksham . .	17,160	—	—	—	97	17,257
Pernau	7,675	—	2,035	1,177	62	11,549
Onega	8,258	—	—	—	198	8,456
Black Sea Harbours	———	—	190	—	142	332
Revel and Arensburg	———	—	—	—	137	137
Total	1,026,190	455,668	163,118	68,292	30,342	1,744,210

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DENOMINATION AND VALUE OF THE TIMBER STATED IN THE PRECEDING TABLE.

	Pieces.	Rubles.
Deals	2,956,671	1,026,190
Wainscoting boards	26,677	375,967
Balks	128,936	163,118
Stave-wood . . .	14,135	51,775
Masts	891	43,063
Clapboard . . .	64,981	25,463
Spears	2,158	19,999
Bowsprits, &c. . .	195	5,830
Other kinds of wood	—	32,803
		1,744,210

The unrestrained exportation of wood had caused its progressive increase from 1793 till 1798, when it was considerable as we have seen. However, from some regulations or system relating to the export, it again amounted, in 1802, to 1,442,013 rubles.

Of Hemp and Flax, and their Produce.

The next articles of export from Russia, and indeed the principal ones, are hemp and flax, which we must likewise connect with their products, forming altogether by far the most considerable in quantity and value of any article sent from Russia.

By the general tables which are under Petersburg, Riga, and other places the whole quantity of hemp exported from Russia, as Clean, Outshot, Pass, and Codilleis about 60,000 tons annually; of which Great Britain and Ireland take from 35 to 40,000 tons: and of flax, the exports, in the whole, from 14 to 17,000 tons. In 1803, the whole quantity was about 15,000 tons, exported by Russia; of which near 10,000 tons came to Great Britain and Ireland. But the export of this article seems upon the decline from Petersburg, and nearly stationary at Riga. Upon the whole, however, it is upon the decline, as will be seen by a reference to the tables, at Riga; but particularly at Petersburg, from whence not more than half the quantity is now exported which used to be formerly sent to Britain.

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The hemp and flax manufactured into sail cloth, (the former into cordage, and the latter, into the vast variety of linens,) will shew the great quantity raised in the interior, which, after serving for home consumption, has a superfluity for exportation; the seeds of hemp and flax, and the oil extracted from them, make also a considerable article for exportation. The quantity of hemp seed exported, which is chiefly from Riga, is from 14 to 20,000 quarters annually, principally to Holland; and that of linseed from 135 to 150,000 quarters yearly; one-half of this last is annually exported to England, both for the purposes of crushing and sowing, that for the latter purpose, being from Riga, has varied in the quantity considerably, as will be seen by a reference to the tables under the head of Riga. The Dutch are the great importers of sowing linseed, requiring from 50 to 70,000 barrels every year; and of hemp seed from 10 to 20,000 barrels: some years as much as 30,000 for sowing only.

Besides the seed which is exported for sowing and crushing, the oil extracted is in very considerable quantity; hemp seed oil in particular. In 1803, 1,992,100 gallons, were exported, chiefly to Germany, and of linseed oil, only about 4000 gallons: although this quantity appears very considerable, it is but a small proportion of the whole that is produced, the interior consumption being immense for the ordinary purposes, but particularly for the lower classes, during their fasts.

These two articles, then, of hemp and flax, form the most prominent feature in the exports of Russia, in their raw and manufactured state, and bring by far the greatest riches to the state, and to the individuals. The great extent of territory enables them to break up fresh land continually, without interfering with the produce of their grain.

Hemp and flax are to be had all over the empire; not but that their quality varies materially, according to the soil and climate; neither are they particularly attended to in the culture, each boor or peasant growing a sufficiency for his own use, and some for sale, which is collected by people called Bollins, who again sell it to those native merchants who take it down to the shipping ports.

Hemp, at Petersburg, in the year 1733, was with difficulty sold at five rubles per berquet; in which year, the exchange on Amsterdam

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was from 53½ stivers, down to 46½ stivers per ruble; taking the exchange at the medium, it was not eleven pounds per ton. On account of the quantity of specie in the country, in which payments were then made, higher prices, it was said, could not be obtained, although six or seven rubles per berquet would have afforded a handsome profit; but it was asserted, that if contracts at that period had been made in sufficient time for the following year's crop, at only eight or nine rubles per berquet, any quantity might have been obtained. For hemp, before the close of the century, the sum of sixty rubles was given.

A general idea prevails, and not without some foundation, that the hemp and flax, from Riga, are of a stronger harle and better quality than what are usually shipped from Petersburg; but as the Brack at Petersburg was put upon an equal footing, in 1799, with that at Riga, there is not now that difference which formerly existed; the quality of each, under the respective denomination, being intended to be the same.

However, the flax, particularly from Riga, has certainly some preference, on account both of climate and soil. The hemp which is shipped from Riga, chiefly comes from the Ukraine, and the best sort is the Drujana hemp, from the province of that name, and it is nearly equal to the Konigsberg rein, reckoned the best in the world, which the Dutch chiefly monopolized for their whale-lines and fisheries. The hemp, shipped from Petersburg, is produced in the various provinces eastward of the Ukraine: however, occasions have occurred, when the clean hemp was sent from Petersburg, by the native Russians, to Riga; whilst the brack of the former was inferior to that of the latter, but there is no advantage in this now; besides Riga gets sufficient supplies for her trade from the interior.

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Hemp shipped of the following Sorts, from Russia, in 1793.

	HEMP.			HEMP.	
	Rubles.	Rubles.		Poods.	Rubles.
Petersburg & Cronstadt	3,747,935		Hemp first sort ..	2,223,065	5,031,270
Riga	2,274,999		——— second sort	154,701	324,086
Pernau	15,862		——— third sort .	248,183	512,576
Narva	2,240		Codille	148,779	198,683
Fredericksham	1,887				
Wyburg	749			2,774,728	6,066,615
Revel	338				
Arensburg	147				
Ports of the Baltic Sea ...		6,045,117			
Archangel	18,700				
Onega	2				
Ports of the White Sea ...		18,702			
Cherson	2,177				
Otchakoff	600				
Eupatoria	15				
Ports of the Black Sea ...		2,796			
Total ..		6,066,615			

In 1802, the whole value of hemp only, exported from the empire, amounted to 9,346,091 rubles.

Flax.

The flax exported from Riga is certainly of the best quality of any that comes from Russia, being, to use the technical phrase, softer, kinder, freer from shives and blacks, and better adapted for the finer manufactures, particularly the Rakitzer and Marienberg clean. For other descriptions see the head Riga.

Formerly, a good deal was brought down in winter by sledge ways, but, since the canals were cut and interior facilities increased, a great part is brought down, by the spring barks, from the Pristans.

The flax at Petersburg has risen in estimation since the introduction of the amended brack in 1799; the principal supplies received there are from Novgorod, Carelia, Polotzk, Wologda, and other provinces; it passes through the Brack, and is assorted into twelve, nine, and six heads, into bundles or bobbins, containing so many heads each; the twelve heads being often as good as Riga; but, in general, the Petersburg flax is of a broader fibre, harder and better adapted for sail making and the stronger manufactures.

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Flax shipped off from the following Ports, from Russia, in 1793,

	FLAX.			FLAX.	
	Rubles.	Rubles.		Pouds.	Rubles.
Riga	2,534,572		Flax of the best sort	868,327	3,664,485
Petersburg ..	1,644,727		——— second sort .	154,231	556,580
Narva	172,782		——— third sort	83,616	227,039
Pernau	132,501		——— Codille	39,951	55,996
Revel	6,552				
Fredricksham .	886			1,146,125	4,504,100
Wyborg	10				
		4,492,037			
Archangel ...	11,975	11,975			
Taganrog	56				
Cherson	28				
Otchakoff ...	4	88			
		4,504,100			

The value of the flax exported from the whole empire, in 1802, amounted to 5,773,008 rubles.

Linen Manufacture.

The linen-manufacture of Russia is carried to a great extent in ravenducks, flems, sail-cloths, drillings, broad and narrow linen, crash &c. indeed in the government of Archangel is the finest and best linen, as good as any foreign, the manufacturing of it being originally introduced here by the Dutch. Similar manufactures of sail-cloth, flems, ravenducks, &c. were introduced by Peter the Great, from Holland, about Kostroma, Jatsk, and other places; there are now upwards of eighty linen fabrics of one kind or other throughout Russia, besides private families, supplying themselves for their own wants, and making occasionally for exportation.

It must appear extraordinary, after inspecting the accounts of the great exportation of linen from Russia, compared with that of other places, to learn that, for some time after the discovery of Archangel, England exported linens to Russia, particularly of the coarser kind. In 1674, it appears that the exportation of linen to that port was 23,330

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yards however; the progressive increase of the exportation soon after that period has kept pace nearly with Ireland, when, in the year 1799, it was estimated that there was sent for sale the following quantities and sorts to Petersburg.

	Yards.
Linens, fine bleached, in rolls	97,222
Huckabacks	198,333
Printed linens of all sorts	163,333
Broad	540,555
Narrow	1,210,222
Broad diaper	1,317,555
Narrow ditto	1,403,890
Yards	4,931,111

Here, then, in linens alone, which is but a small part of the value, without any particular aid, encouragement, or bounty, are no less than 4,931,111 yards; exclusive of which was the following valuable manufactured goods estimated at, not less on an average than 36 millions of yards more: making together near 41 millions of yards which is equal to what has been exported from Ireland, where more than half a million sterling has been paid to encourage the linen manufacture.

	Pieces.
Ravenducks 28, 31½, and 36 inches wide, 50 arsheens long	250,000
Flems, 50 and 57 arsheens long, 42 and 45 inches wide	200,000
Drillings, bleached and unbleached, 50 Arsheens long, 28 inches wide	250,000
Tickens of all sorts	14,000
Table cloths	15,000
Napkins	46,000
Sail cloth	198,000
For paper hangers	28,500
Pieces	1,001,500

There are four denominations of *Ravenducks*, *Flems*, and *Drillings*, viz. *Kostromsky*, which is the best sort; *Wesnikoffsky*, which is the

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second best sort; *Schousky*, also *Ivanovsky*, which two last are of an equal, but inferior quality to the others.

The Kostromsky Fabrics are,

- Peter and Gregory Uglichininoff . . . . . first sort
- Alexey, Ivan, and Dmitry Durigin . . . . . ditto
- Gregory and Wassilly Stregaloff . . . . . ditto
- Boris Stregaloff . . . . ditto
- Dmitry Solodovnikoff . . ditto
- Jacoff Ashatin, . first and second
- Stepan Uglichininoff second sort
- Ivan Walkoff . . . . . ditto
- Gregory Talanoff . . . ditto
- Peter and Sergey Graznoff ditto
- Alexey Kolotkin. . . third sort
- Ivan Sharovnikoff . . . ditto
- Ivan Latukin . . . . . ditto
- Peter Ikonikoff . . . . ditto

Wesnikoffsky Fabrics,

- Philip Ugrumoff . first and second
- Ivan Kashin . . . second sort
- Ivan Wodovosoff . . . ditto
- Mich. Korloff . . . . ditto
- G. Gravnoff . . . . . ditto
- Wassily Igumnoff . . third sort
- G. Yemanowsky . . . . ditto
- Ser. Galatsheff . . . . ditto

The Ivanovsky and Schousky Fabrics are,

- Dereshoff . . . . . first sort
- Yevloff . . . . . ditto
- Jefin Grachoff . . . . . third sort
- Maltzoff . . . . . ditto
- Sheloff . . . . . ditto
- Ustinoff . . . . . ditto
- Kropivnikoff . . . . ditto
- Wodovoroff . . . . . third sort
- Safaneycoff . . . . . ditto
- Martjanoff . . . . . ditto
- Zezin . . . . . ditto
- W. J. and M. Carneloff . ditto

Ravenducks are 28, 32, and 36 inches broad

Flems, 42 and 45 inches broad

Demi Flems, 21 inches broad

Drillings, 28 inches broad

Linens,

- Kenishem broad linen . . first and second sort
- Narrow linen . ditto
- Broad diaper . . ditto
- Narrow diaper . ditto
- Huckaback . .
- Pleskoy narrow linen . . first and second sort
- Grodskey narrow linen . .
- Ivanowsky ditto . . second sort
- Danilowsky narrow linen . . . . . ditto

Crash,

- Uglinskoy . . first and second sort
- Kostromsky . . . . . ditto
- Danilowsky . . . . . second sort

Linen from Kenishem,

- Plain about 20 inches broad finest
- Rostoff and Perestaff about 17 inches broad . . next best
- Kostroma plain, about 17 inches . . . . . coarser
- Crash, a coarse hempen linen chiefly for packing
- Diaper, 20 inches broad
- Huckaback, 20 inches broad

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Exported from Russia to Great Britain on the Average of five Years, ending 1803, *and the average Price.*

	Yards.	Rubles.
Broad Diaper	128,333	average price 165 per 1000 arsheens.
Narrow Diaper	147,777	122 ditto
Broad Linen	77,666	205 ditto
Narrow Linen	295,555	120 ditto
Crash	933,333	70 ditto
Drillings	pieces 8,000	29 Copecks per arsh.
Flems	ditto, 30,000	16¼ Rubles per piece.
Ravenducks	ditto, 95,000	11 ditto

The whole Exportation of Hempen and Flaxen Linen from the Empire in the Year 1793,

	Rubles.	Rubles.		Arsheens.	Rubles.
Petersburg	3,650,552		Sail-cloth	2,523,30 0	846,351
Riga	73,026		Flems	2,792,650	1,158,788
Revel	6,850		Ravenducks	4,978,750	1,171,166
Narva	2,419		Calimancoes	813,872	254,520
Fredericksham	1,256		Ticken	159,473	44,819
Wyburg	1,142		Sackcloth	1,407,950	91,153
Arensburg	332		Fine Linen	486,144	85,554
Pernau	126	3,735,703	Printed do.	36,154	6,403
Archangel	43,149		Table-cloth Manufactures 1,149 poods	3,984	5,586
Onega	17	43,166			
Eupatoria	6,672		Common do.	608,455	123,031
Taganrog	1,665				
Theodosia	165	8,502		11,337,898	3,787,371
		3,787,371			

The Value exported in the Year 1802, *was*

	Rubles.
Sail-cloth	694,724
Flems	746,947
Ravenducks	1,558,072
Fine and coarse Linen	281,392
Linen Calimancoes	119,488
Linen, printed	113,312
Table-cloths, Napkins, &c.	23,921
	3,537,856 Rubles.

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THE FARTHER PRODUCE OF HEMP AND FLAX, IN THEIR SEED, AND THE OIL.

Hempseed and Linseed exported in the Year 1793,

	Rubles.	Rubles.		Chetwert.	Rubles.
Riga	679,545		Linseed	145,675	1,037,523
Petersburg	151,303		Hempseed	14,186	74,049
Pernau	11,064				
Revel	917			159,861	1,111,572
Arensburg	104	842,933			
Archangel	267,718	267,718			
Cherson	852				
Eupatoria and Otchakoff	69	921			
		1,111,572			

In the year 1802, the exported value was 2,519,477 rubles.

Hempseed and Linseed Oil exported in 1793,

	Rubles.	Rubles.	Poods.	Rubles.
Petersburg	676,129		235,687	697,366
Riga	19,766			
Arensburg	379			
Wyburg, Revel, Fredericksham	27	696,301		
Archangel	114	114		
Cherson	811			
Taganrog	140	951		
		697,366		

In 1802, the value of hempseed-oil exported was 1,560,259 rubles.

Tallow.

Of all the articles of Russian commerce none have had so recent and rapid a rise as that of tallow, either in the increased quantity exported or in the enhancement of its price.

From the year 1752 to 1766, the whole exportation together, from Petersburg to Great Britain, was not 900 tons in fourteen years; although some was regularly shipped from Archangel. From the year 1766 till the present period, the exportation has been upon

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the increase, so that in the year 1803, Russia exported to Great Britain only no less than 27,450 tons; the whole exportation that year, from Russia, on the side of the Baltic and Archangel, not including Courland, being 34,500 tons, and nearly equal to £2,000,000 sterling in value; a quantity and sum almost incredible, when we consider the produce of an ox for other useful purposes.

It may cease, however, to be a matter of wonder, when we consider the immense extent of Russia, and so disproportionate a population.*

Indeed, if the breeding of cattle cannot be reckoned the first, it certainly is the second consideration of importance to the Russian empire, from the tallow, hides, salted beef, glue, and even the very bones which are exported. When one casts the eye over the map of Russia, particularly the southern and middle divisions of it, the many rich pastures and immense steppes, the little care required, and still less trouble in breeding cattle, the fertility of the soil, and the pastoral life, our wonder may cease; not only in the middle division, but to Petersburg, and even so far as Archangel, the breeding of cattle is carried on with some success. The fine beasts of that district were first introduced from Holland, by Peter the Great, and still preserve their primitive appearance, notwithstanding that northern climate.

In such abundance, and so cheap are the cattle in the Ukraine, that large quantities are exported to Silesia and other places, and annually driven to Mosco, Petersburg, Revel, and Riga. Reduced in flesh by so long and tedious a journey, the Livonian landowners feed them and afterwards drive them to those markets; but, within the last two years, the increase has been considerable, not only in European Russia, but in Siberia, in the Ukraine, down to the Black Sea, and from thence among the Don Cossacs. A good bullock may be bought for from 35 to 44 rubles; and not more than thirty

* The boors in most parts of the interior are not so extravagant as to burn either oil or tallow, when they can get so high a price. Lepeckin truly relates, in his travels, that he did not see a single village with a candle, but laths, continually renewed, were burned in their place, which is the case to this day. This makes their cottages very black, and the glowing parts dropping off, occasion frequent fires.

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years ago, Pallas states, that when he was at Krasnoyarsk, the price of a whole ox was one and a half ruble; a cow, one ruble; and the best horse might be had for three rubles; since that period the prices have advanced with rapidity beyond example, yet such is the plenty in the southern districts of Siberia, that every thing is cheap; indeed, it is from thence that tallow is now brought in such large quantities, along with the other produce of the soil.

In 1792, the exportation of Tallow from Petersburg to Great Britain was 527,480 poods or 8,373 tons; and the aggregate quantity exported that year from Petersburg was 11,130 tons. As it will excite curiosity to know from what quarters the supply of tallow chiefly came, at that period, we shall just state the particulars received in the early part of that year from an intelligent Russ merchant, whose information seemed tolerably correct.

	Poods.
Mosco	112,000
Kolomna	130,000
Perlisalar	20,000
Zaraisk	7,000
Tula	30,000
Kaluga	20,000
Bieleff	20,000
Balaschof	2,000
Koursk	15,000
Kozloff	15,000
Woronetsh	45,000
Jatsk	15,000
Carried over	431,000

	Poods.
Brought over	431,000
Kostroma	12,000
Rostoff	45,000
Kasan	20,000
Kasimoff	5,000
Serpukoff	6 or 8,000
Siberia	120,000
Twer, produces only	4,000
Petersburg and Cronstadt	10,000
From all other places and the utmost it can differ is	30,000
	685,000

The aggregate quantity exported that year from Petersburg was 701,450 poods.

Since that period, we find the quantity exported is nearly tripled; it may therefore be presumed, that the quantity from Siberia is larger in proportion than at that period; likewise from the southern provinces; for, in 1803, the exportation from Petersburg alone was 1,973,776 poods.

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Tallow exported from Russia in 1793.

	Rubles.	Rubles.	Poods.	Rubles.
Petersburg	3,527,907		1,035,529	4,279,000
Riga	4,919			
Wyburg	450			
Revel	140			
Arensburg	78	3,533,494		
Archangel	731,752	731,752		
Cherson	11,026			
Taganrog	2,090			
Sebastopolis	588			
Yenicale and Otchakoff	140	13,844		
		4,279,000		

In the year 1802, the tallow exported from the whole empire amounted to 9,663,766 rubles

The further Produce of Neat Cattle exported from Russia at the two following Periods.

	1793.	1802.
Yufts	1,942,984	1,989,826
Tanned leather	396,714	374,545
Raw Hides	—	98,600
Tallow candles	169,910	325,008
Salted beef and ox bones	20,916	113,522
Fat	—	213,933
Ox horns	—	8,137
Rubles	2,440,524	3,118,571

Grain.

As civilization extends, and population increases, in Russia, so will agriculture improve, if not from the wants of its own people, at least from those of other parts of the world; whilst the price of land is more reasonable, and labour lower than any other part of Europe, so will there

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be a greater field for the encouragement of agriculture in Russia: that it has already made some progress is visible. The exportation of corn and grain from the Russian ports in the Baltic was, betwixt the years 1771 and 1773, in one year, reckoning the average from three:

	Chetwerts.	Value.
Wheat	90,544	373,347 Rubles
Rye	696,609	1,971,520
Barley	48,857	125,996
Oats	34,270	46,690
Malt	828	622
	870,608	2,517,575

And in one year, from the average of 1778, 1779, 1780, for 1,532,938 rubles.

The produce in grain shipped from the whole empire, recapitulating the above articles, to make a comparison of the whole, exported in 1793, in the following table:

	Rubles.	Rubles.		Chetwerts.	Rubles.
Riga	2,146,221		Rye	535,211	1,378,001
Petersburg	136,780		Wheat	350,905	1,490,356
Arensburg	3,900		Barley	114,357	236,040
Fredericksham	201		Oats	10,850	17,200
Wyburg	143	2,287,245		1,011,323	3,121,597
Archangel	176,527				
Onega	395	179,922			
Eupatoria	210,200				
Otchakoff	207,616				
Taganrog	121,045				
Cherson	84,192				
Theodosia	31,377	654,430			
Odessa					
	Total	3,121,597			

Rye, wheat, and oats, are mostly exported from Riga; wheat, however, is also exported out of the harbours of the Black Sea, as well as Archangel and Petersburg.

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The encouragement given to the trade of the Black Sea in general, but to the port of Odessa in particular, has caused considerable quantities of grain to be shipped to the Mediterranean, since that time, which used to go by the Baltic, but a few years before.

The exportation in the year 1802, from the whole empire, was in value,

	Rubles.
Wheat	4,055,907
Rye	5,604,422
Barley	1,004,144
Oats	206,056
Other corn	99,754
Wheat and rye flower	157,809
In spirits made from native corn	368,153
Rubles	11,496,245

After having thus given the details in the principal articles in which the exports of Russia consists, we shall refer the reader to the general table of exports for all the others, which are of much less importance.

CHAP. III.

Of the White Sea and its Ports.—Of Archangel and its Trade; its Amount and Exports, and in what it consists.—The Estimate of Ship Building there.—Prices of Corn for some Time past, &c. &c.

White Sea.

WE begin with the details of the trade of Russia in this division, as being that with which we first had any direct commerce, as has already been stated. Till the foundation of Petersburg was laid, and ever since the flourishing state of that city, the White Sea has enjoyed a share of the

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Russia trade, with other parts of Europe; chiefly arising from the facilities afforded by the river Dwina, which runs by Archangel. The other rivers, which fall into this sea, are the Petsshora, Mesen, Yuga, and Sukhona, from which little benefit is derived; the river Onega, falling into an arm of the bay, has chiefly had its trade in wood, and formerly ship-building, as well as Archangel.

The trade of this sea to England alone, in the year 1655, amounted to above 600,000 rubles; and, from 1691 to 1700, the average amount of its exports to England were 112,250*l.* and its imports 58,881*l.*

The whole trade arising to Russia from this division has been upon the increase, in the years 1773 to 1777. Upon the average, the imports were 320,889, exports 1,541,482 rubles.

In the Year 1796, *the following was the Statement of the Trade of the White Sea.*

Ships arrived.		Ships sailed.	Exports. Rubles.	Imports. Rubles.	Customs. Rubles.
163	Archangel	168	5,146,602	666,743	215,971
1	Onega . .	2	4,568	—	263
	Kola . . .	—	—	—	48
	Mesen . .	—	—	—	46
164		170	5,151,170	666,743	216,328
In 1802 236		240	4,796,017	549,732	

As Archangel is the port in which almost all the business is carried on, we shall directly treat of it, as embracing nearly, if not the whole of the external commerce of this sea.

Archangel

Is situated on the banks of the Dwina, about thirty English miles from its mouth, where it falls into the White Sea.

The trade of this place consists in some iron, a little hemp; considerable in linseed, which is reckoned of a superior quality, when well

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cleaned; grain, which is of a small size, but, when dried, bears a long voyage; considerable quantities of tallow, chiefly from Siberia; and, indeed, most other articles, the same as from Petersburg, excepting for tar, the trade for which it almost exclusively enjoys in Russia, and also for pitch. In the year 1730, the monopoly of tar is stated to have been made by the crown, and that 40,000 lasts annually were sent to Holland, Hamburg, and other parts.

The produce is chiefly brought from Viätca, and Wologda, by the various rivers which fall into the Dwina: there is a conveyance by water all the way from Wologda, and from the Pristan, for the Viätca goods; all which are brought down on floats of timber, prams, kayooks, and other rough constructed vessels, covered at the top; the latter, when they bring the goods down from the interior, lay near Sollenbole, from whence they are ordered along side the ships to discharge. Tar and pitch are sent down in old barks of the same kind to the harbour, from the tar strand, three or four English miles distant.

The prams and kayooks are broken up and sold, like those at Petersburg.

They have good accommodations for warehousing their goods, both public and private, but the produce in general is shipped out of the country barks. Their Brack has the same regulations as those at Petersburg and Riga; but it happens, that the generality of produce from Archangel is not in the same estimation, except Siberia soap tallow, and linseed, as that from Petersburg.

Before the prohibition of wood, considerable quantities of deals were shipped from Archangel, likewise Onega, which last are esteemed on account of their excellent quality.

Ships of a large size and handsome figure were formerly built here entirely of fir, for foreign markets; and they have slips and conveniences for building six to eight large ships annually, if sufficient time is given to prepare the wood. Foreigners may now build ships there, without any restraint; and a bounty is given to the burghers. We have given an estimate of the cost of a vessel of about 500 tons measurement, to be built of fir entirely: when proper wood has been

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selected and cut at the season it ought, they have been found useful and lasting vessels, for that description. They cost little more than half what a vessel of the same size, built of similar materials, in England, would amount to.

The harbour is at the Island Sollenbole, about an English mile from Archangel. The bar, at the entrance of the Dwina, has generally about 14½ feet water. Ships which draw more water must be loaded out in the Roads by lighters; the anchorage is reckoned secure, though vessels have sometimes touched the ground without any accident happening.

As Archangel is now the port from whence all the produce of the White Sea is shipped for foreign markets. The following is an account of the number of vessels employed to convey the produce for the year 1802, from the different rivers and ports, as coasters, to Archangel:

In the Ports of the White Sea.

Vessels.	For Transport.		For Fishing.	
	Vessels.	Lastage.	Vessels.	Lastage.
Russians	167	Account not given.	281	Account not given.
English	3	514	—	—
Totals	170	514	281	—

It must be observed that the navigation here is not open till May, and that it generally closes again in October, and sometimes in September. Contracts are made here for goods the same as at Petersburg.

Notwithstanding the building of Petersburg took a considerable part of the trade away from Archangel at that period, yet it has progressively increased since, as a reference to the table of imports and exports will shew.

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There is likewise a table shewing the principal exports from Archangel for the year 1804, and the exports to Great Britain from 1795 till the present year, and to France in 1802.

The weights and measures here are the same as at St. Petersburg, so is their Money.

Being so remote from all places of exchange, the money transactions require some explanation.

The course on London is 100 Days date.
Hamburg 75 ditto.
Amsterdam 75 ditto.

These Bills they send to Mosco or Petersburg to be negociated, when they fix a course to cover all probable fluctuations. Those who have goods shipped from Archangel had better have their money drawn in at Petersburg and sent to Archangel in Bank Assignations, the Post Office insuring it for a half per cent.

Sometimes they draw on Mosco and Petersburg at eight days sight, allowing an agio of from 2 to 3 per cent.

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An Account of the Imports and Exports to and from Archangel.

Years.	Ships arrived.	Ships sailed.	Imports.	Exports.
1724	23	22	{ No acct. of these Yrs.	164,116
1725	23	24	{ in the Custom-house.	110,076
1726	29	30	31,103	247,625
1727	45	48	137,841	384,337
1728	41	43	135,353	306,069
1729	24	28	144,769	330,012
1730	41	43	108,779	288,252
1735	60	60	106,153	388,688
1740	115	120	94,704	570,955
1741	96	102	157,581	576,145
1742	50	52	414,632	411,256
1743	54	56	281,324	309,769
1744	30	33	132,667	273,681
1747	30	31	76,927	230,161
1750	51	49	178,954	310,492
1755	48	48	100,889	351,255
1760	32	37	177,325	530,866
1765	70	82	306,216	694,232
1770	68	72	336,420	878,773
1771	144	146	256,482	1,446,079
1776	126	126	347,713	1,416,288
1780	131	143	321,398	1,474,592
1785	95	101	411,718	1,553,999
1786	133	137	533,517	1,661,833
1787	123	127	440,665	1,671,020
1788	132	121	540,565	1,687,111
1789	118	127	900,480	2,373,303
1790	102	104	923,141	1,844,414
1791	146	146	808,615	1,872,064
1792	146	147	980,651	2,335,834
1793	110	109	460,708	2,525,198
1794	202	207	676,388	2,411,846
1795	120	124	822,461	2,799,680
1796	162	165	581,643	4,088,607
1797	105	104	614,762	2,456,922
1798	131	—	646,892	2,521,425
1799	127	—	———	———
1800	147	—	———	———
1801	—	—	———	———
1802	225	—	546,882	4,492,836
1803	269	—	502,477	2,090,000
1804	115	—	388,474	1,072,129

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Total of the Principal Articles exported from Archangel, in the following Years.

Articles.		YEARS, 1795.	1796.	1797.	1798.	1799.	1800.	1801.	1802.	1803.	1804.
SHIPS		125	164	104	131	127	147	——	225	269	115
Iron	Poods	106,885	152,553	175,542	157,127	68,463	75,581	85,868	153,781	74,951	4,016
Hemp	do	16,157	27,533	29,719	30,549	47,661	46,141	50,357	35,558	26,260	28,032
Flax	do	16,179	18,661	12,289	6,852	14,349	15,280	13,418	28,569	31,248	13,486
Tallow	do	120,365	184,070	98,341	103,373	148,776	126,054	76,952	168,325	170,077	106,844
Train oil	do	37,400	82,657	47,100	36,877	23,552	51,166	36,667	34,488	56,047	38,328
Cordage	do	22,226	39,303	49,140	34,107	26,414	35,912	——	20,321	6,859	3,832
Hides	do	13,450	20,675	7,751	3,249	3,598	7,502	6,782	14,023	10,922	4,036
Pot Ashes	do	9,457	7,761	5,260	11,458	25,290	26,311	6,179	19,549	12,302	475
Bristles	do	2,886	3,415	1,919	2,419	2,331	2,297	3,467	4,596	4,786	2,966
Wheat	Chets.	46,172	56,194	16,062	——	7,259	58,861	87,928	39,139	54,012	35,043
Rye	do	——	——	——	——	——	——	68,216	159,794	131,304	47,734
Linseed	do	53,625	76,946	35,963	32,261	34,515	81,083	52,780	76,538	35,234	48,003
Tar	Barrels	44,309	71,389	44,713	112,806	116,270	45,309	52,268	86,666	137,585	47,485
Pitch	do	70,450	5,731	7,951	10,662	7,186	6,815	13,310	88,364	11,038	5,353
Mats	Pieces	420,729	1,109,873	63,811	1,017,683	511,069	982,751	896,267	1,091,569	1,915,895	633,062
Deals	do	66,879	66,419	149,146	69,815	250	129,887	37,122	76,622	54,002	13,792
Timber	do	2,817	1,868	2,008	664	——	——	——	1,182	——	——
Tongues	do	——	——	——	——	——	18,605	——	25,450	27,493	14,389
Sail-cloth	do	464	1,076	580	3,457	1,182	1,501	——	——	——	200
Ravenducks	do	361	300	160	100	265	316	——	876	543	——
Flems	do	152	200	190	110	165	505	——	——	——	——
Diaper	Arshns.	108,813	171,379	187,584	141,414	80,952	189,814	——	58,676	2,556	12,290
Linen	do	155,253	——	300	——	31,952	——	——	——	481	——
Crash	do	39,434	——	58,578	10,057	10,007	——	——	——	——	——

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Principal Articles of Export from Archangel to Great Britain and Ireland, in the following Years.

Articles.		YEARS, 1795.	1796.	1797.	1798.	1799.	1800.	1801.	1802.	1803.	1804.
Tallow	Poods	64,498	140,122	73,513	92,462	139,422	81,970	44,182	146,605	86,308	
Iron	do	64,422	104,349	125,386	97,026	37,791	57,565	70,188	116,623	58,723	
Hemp	do	6,285	16,051	11,317	8,143	18,911	31,936	33,413	18,601	25,803	
Flax	do	6,443	6,245	634	6,852	13,890	11,949	8,826	23,075	18,067	
Bristles	do	1,658	1,475	582	341	2,016	1,200	2,687	638	3,300	
Pot Ashes	do	424	2,904	1,301	3,037	2,695	10,605	3,014	12,532	11,962	
Cordage	do	3,376	——	——	440	550	72	——	——	209	
Train Oil	do	——	1,463	——	129	——	——	1,888	171	308	
Linseed Oil	do	——	808	——	——	——	——	——	——	——	
Wheat	Chet.	4,220	10,129	——	——	2,774	36,558	51,041	6,623	23,411	
Linseed	do	19,547	23,823	7,105	11,234	27,24	49,252	40,297	53,810	20,291	
Barley	do	689	3,256	——	——	——	——	——	——	586	
Rye	do	——	——	——	——	——	——	1,500	4,794	4,375	
Oats	do	767	3,621	——	——	——	——	2,200	——	——	
Tar	Barrels	25,040	49,723	25,995	87,639	115,670	27,169	35,205	57,491	135,966	
Pitch	do	258,978	4,254	7,083	8,851	7,136	4,169	10,310	63,939	10,475	
Mats	Pieces	166,210	279,785	184,586	458,070	384,599	292,134	229,519	494,297	1,015,164	
Deals	do	64,473	62,811	126,458	45,142	250	129,350	35,635	72,035	43,301	
Timber	do	1,586	1,868	342	334	——	——	——	1,182	——	
Tongues	do	——	——	——	——	13,656	18,035	——	25,150	20,693	
Sail-cloth	do	57	——	——	——	——	——	——	120	387	
Ravenducks	do	14	——	——	——	——	150	——	——	102	
Flems	do	——	——	——	——	——	100	——	——	54	
Crash	Arsheens	280	——	——	——	4,000	——	——	——	——	
Diaper	do	487	——	——	——	——	——	——	18,000	2,507	
Linen	do	982	——	——	——	——	——	——	——	481	
Ditto printed	do	——	——	——	——	——	——	——	——	256	

A particular Table for 1804 will follow.

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Exported from Archangel to France, 1802.

	Wheat.	Candles.	Hemp	Flax.	Iron.	Bristles.	Hides.	Tar.	Pitch.	Matts.	Sail-Cloth.	Raven d uck.	Rye.
	Chet.	Poods	Poods	Poods	Poods	Poods	Poods	Bar.	Bar.	Pieces.	Pieces	Pieces	Chet.
Bourdeaux, 4	2208	936	1000	100	1800	20	50	3575	250	12620	60	100	—
Marseilles, 2	2712	—	278	—	—	—	—	—	—	1550	—	—	2580
Nantes, . . 1	—	—	—	—	—	75	—	1566	—	—	—	—	—
Brest, ... 1	—	505	—	—	—	—	—	1920	—	—	—	—	—
Ostend, . . . 1	—	90	—	—	—	527	—	241	150	4,000	—	—	—
Ships 9	4920	1531	1278	100	1800	622	50	7302	400	78170	60	100	2580

Principal Exports from Archangel in 1804.

PORTS.	Rye.	Wheat.	Linseed.	Tar.	Tallow.	Hemp.	Flax.	Potash.	Iron.
	Chets.	Chets.	Chets.	Barrels.	Poods.	Poods.	Poods.	Poods.	Poods.
London . .	—	8,649	25,551	5,408	75,049	10,283	3,343	—	—
Lisbon . . .	5	17,272	—	1,323	442	70	2,756	—	1,000
Liverpool .	—	—	980	2,828	8,258	1,251	608	—	—
Leith	—	—	—	1,589	2,542	—	—	—	—
Amsterdam	40,574	710	15,525	2,740	10,672	3,118	—	—	—
Tonningen	2,430	—	—	1,385	401	—	—	—	—
Bergen . .	1,821	—	—	650	—	259	—	—	—
Rotterdam	2,690	—	—	—	—	—	—	—	—
Dordrecht	70	—	—	710	766	502	—	—	—
Barcelona	—	8,012	—	35	—	—	—	—	—
Embden .	—	400	14	8,933	561	983	—	—	—
Hull . . : .	—	—	2,193	3,578	—	—	—	—	—
Rochester	—	—	3,140	—	—	—	—	—	—
Ayr	—	—	—	759	—	303	—	—	—
Chatham .	—	—	—	4,756	—	—	—	—	—
Yarmouth	—	—	—	740	—	—	—	—	—
Montrose .	—	—	—	506	—	—	—	—	—
Cork	—	—	—	600	—	1,147	—	—	—
Lynn Regis	—	—	—	817	—	—	—	—	—
Newcastle	—	—	—	1,000	—	—	—	—	—
Copenhagen	—	—	—	430	675	318	204	—	—
Portsmouth	—	—	—	2,950	—	—	—	—	—
Dundee . .	—	—	—	400	1,198	368	1,080	—	—
Leghorn . .	—	—	—	—	—	—	4,723	—	1,800
Antwerp . .	—	—	600	1,682	1,653	3,961	730	475	1,206
Stonehaven	—	—	—	1,136	—	—	—	—	—
Plymouth .	—	—	—	2,400	—	—	—	—	—
Sundry ports on the continent . .	144	—	—	130	907	—	—	—	—
	47,734	35,043	48,003	47,485	103,119	22,563	13,444	475	4,009

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Continued.

PORTS.	Bristles. Poods.	Candles. Poods.	Hides. Poods.	Pitch. Casks.	Train Oil. Poods.	Mats. Pieces.	Deals and Battens.	Cordage. Poods.	Tongues. Poods.
London . .	708	—	—	2,536	—	154,230	7,070	—	11,189
Lisbon . .	32	12	—	300	—	5,050	—	—	—
Liverpool .	—	—	—	325	—	53,100	1,308	100	—
Leith . . .	—	—	—	—	—	11,700	—	—	—
Amsterdam .	1,563	—	3,565	797	—	151,001	304	—	—
Tonningen .	307	4,484	99	30	8,327	99,979	—	2,090	1,000
Bergen . . .	—	—	—	30	—	390	50	—	—
Rotterdam .	—	—	—	60	—	12,464	—	—	—
Dordreght .	—	—	—	5	—	3,000	—	—	—
Barcelona .	—	—	—	150	—	1,743	197	—	—
Embden .	—	40	—	200	970	47,700	—	—	—
Hull . . .	101	—	—	—	—	33,440	2,202	—	2,200
Rochester .	—	—	—	—	—	800	414	—	—
Ayr . . .	—	—	—	—	—	1,500	—	—	—
Cork . . .	—	—	—	200	—	3,000	—	—	—
Dundee . .	—	—	—	30	—	4,000	—	—	—
Leghorn . .	—	—	372	—	—	400	201	—	—
Antwerp . .	255	—	—	610	484	15,200	2,046	—	—
Sundry Ports on the Continent	—	2,259	—	80	2,4394	34,275	—	1,380	—
	2,966	6,795	4,036	5,353	34,175	633,062	13,792	3,570	14,389

Goods remaining over at Archangel at the End of the Shipping Season in 1804

Rye -	57,000 Chets.	Iron	200,000 Poods	Flax .	2,600 Poods	Sail Cloth and Rvds.	200 Pcs.
Linseed	15,000 ditto	Pitch	57,000 ditto	Tar .	40,000 Bar.		
Wheat	15,000 ditto	Train oil	28,000 ditto	Mats .	540,000 Pieces	Deals .	11,000 Doz.
Oats .	500 ditto	Hemp .	5,000 ditto				

Price of Grain in Archangel in the following Years.

Years	RYE, Chetwerts.		BARLEY, Chetwerts.		WHEAT, Chetwerts.		OATS. Chetwerts.		PEASE, Chetwerts.	
	Copks.	Copks.	Copks.	Copks.	Copks.	Copks.	Copks.	Copks.	Copks.	Copks.
1789	From 250	to 300	From 220	to —	From 450	to 500	From 150	to 80	From 100	to —
1790	260	350	220	—	500	700	150	180	100	—
1791	270	350	260	—	600	700	160	200	110	—
1792	350	400	260	300	520	600	160	200	100	—
1793	380	420	300	—	600	680	170	—	100	—
1794	400	—	300	—	800	1,200	180	210	120	—
1795	300	400	300	—	800	1,200	180	225	130	140
1796	400	500	330	350	800	1,200	250	—	120	143
1797	500	570	300	350	600	800	160	200	120	140
1798	400	—	300	360	600	800	180	210	140	—
1799	400	530	300	380	700	800	180	250	120	—
1800	450	550	300	400	800	1,200	225	275	120	160
1801	400	520	300	450	700	1,200	200	300	160	—
1802	500	600	300	450	800	1,200	200	300	180	—
1803	600	800	300	450	800	1,000	390	450	140	180

A Chetwert is five Bushels and three-quarters.

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Estimate of the Cost of a Vessel of English Frigate-Construction, of 500 Tons Measurement, 130 Feet Keel, with two Flush Decks, Quarter Deck, Fore Castle upon the Upper Deck, Gun Ports, Head and Gallery, &c. with the whole Work and Sheathing.

			Rubles.
For the wharf and privilege			600
Necessary timber			4,500
Charges for providing the timber			100
Masts, yards, &c. complete			500
Building, or labour			7,000
2,000 poods different iron and nails, for all the iron work, except the gun ports and double sheathing, at 350 co.			7,000
Charcoal for the upper work			250
Repairing the instruments or tools			100
500 poods oakum			500
50 poods lead			200
Sundry small materials, as tar, pitch, cloth, hair, bristles, chalk, resin, &c. &c.			700
Rafts, iron, and workmanship			75
Carriage for these materials			60
Painter, carver, and turner's work			215
A boat, sloop, and yawl			130
Pumps and gear			50
Sawing the wood			450
Locks, bolts, and glasses			65
Expenses of launching			325
Ship builder and surveyor			1,200
A set of work of Russia gearing			500
Sundry carriage and small expenses			500
350 poods anchors	at rubles	4	1,400
2,200 ditto rigging		3 50 ea.	7,700
100 pieces sail-cloth		18 to 1800	
40 ditto ravenducks		12 480	
5 ditto flems linen		15 75	
Sewing, thread, &c. &c		450	
			2,805
	Carried over		36,925

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		Brought over	36,925
For the workmanship of the gun ports upon the upper deck, 13 of a side, 5 on the quarter deck and forecastle; in all 36 ports, with iron work, &c. &c.			450
500 deals	at 50 Cop.	Rubles	250
650 waylocks	20		130
60 poods nails	325		195
Nails for the waylocks			22
35 barrels of tar			105
Carpenters and caulkers			550
Carriage of these materials			95
30 poods oakum			50
6 barrels of pitch			36
			1,363
		Rubles .	38,738
If only copper sheathed to the water line, there are required 500 plates of 1 arsheen each, at 8lbs. will be 310 poods, at Rubles 20 per pood			6,200
Carriage from the fabric			310
For the sheathing, copper nails, at 40 nails on a plate, in all 75 poods			1,875
Smith, for workmanship, at 10 co. per plate, computed, if nothing comes betwixt the copper and plates			150
		In all, with copper, the first cost . . Rubles	47,273

Except the cook, kitchen and cabin apartments, water-casks, colours, compasses, hour-glasses, and provisions; brokerage and commission, stampt paper, the guns and ammunition, rigging and equipping.

If a frigate of 400 tons is to be built of English construction, 120 feet keel, excepting the port holes, &c. &c. and the sheathing and copper, would cost	Rubles	33,500
Port holes and workmanship		400
For the sheathing and workmanship		1,100
Copper sheathing and labour		7,600
A vessel of 400 tons sheathed and coppered would amount to		42,600

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CHAP. IV.

Of the Baltic Sea, as connected with the Russian Empire.— Its Ports in that Sea.— A Table shewing when they are open, and when they are shut by the Frost.— The Account of the Shipping, &c. in 1797 and 1802.— Of the Trade and Navigation of all the Ports of Russia in the Baltic.

IT was only in the year 1558 that the English first had any direct trade to Russia by the Gulph of Finland; and, in 1560, the King of Poland threatened Queen Elizabeth of England with his resentment, if she suffered her subjects to continue it.——What great changes have taken place amongst these three powers since that period!

It was the building of St. Petersburg which drew the principal part of the Russia trade thither: the subsequent conquests from the Swedes, of all the provinces and south coast of the Gulph, quite to and including Riga, added great importance to it; for, in the year in which the piles were driving for the foundation of Petersburg, Riga alone loaded and dispatched 292 ships from her harbour.

The ports which Russia possesses in the Gulph of Finland are Fredericksham and Wyburg, in the government of Wyburg; Petersburg, the residence, and capital of the government of that name; Narva, Revel, and Hapsal, in the government of Revel; as is Arensburg in the island of Oesel, immediately facing the Baltic sea; Pernau and Riga, in the government of Riga, and in the bay of that name.

As Petersburg ranks the first port, by its commerce, in the empire, and Riga the second: we shall treat particularly of the trade of these two cities under separate chapters; in a third, of the others, under their respective heads; and, at present, give a state of the trade of Russia collectively by the Baltic sea.

The navigation of this sea is always closed during the winter, and it becomes tempestuous as that season approaches, till closed. A state-

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ment of the periods at which each Russian port throughout the Baltic is closed by the winter, or opened by the spring, may be useful.

The following Ports

Open		*Shut*	
At Revel in the Month of	February or March	At Revel in the Month of	November or Dec.
Riga	ditto March or April	Riga	October or Nov.
Pernau	ditto February or April	Pernau	November or Dec.
Arensburg	ditto February or March	Arensburg	November or Dec.
Hapsal	ditto February or March	Hapsal	November or Dec.
Baltic Port	ditto February or March	Baltic Port	November or Dec.
Narva	ditto April	Narva	October or Nov.
Cronstadt and St. Petersburg	ditto April sometimes May.	Cronstadt and St. Petersburg	October or Nov.
Wyburg	ditto April	Wyburg	October or Nov.
Fredericksham	ditto April	Fredericksham	October or Nov.

Rogervich Bay, or Baltic Port, Revel Bay, Kasperwick, under Hogland Island, Aspo and Sceskar, are the principal and safe anchoring places. The coast is rocky.

Excepting Revel, the whole of the ports are more or less dangerous for the loading and landing of goods. Between Petersburg and Cronstadt are frequent accidents. From Narva, into the Roads, but little danger; and the same at Riga. The proprietors of goods would always act prudently to include in their policy those risks specifically, which occur from taking on shore till safely on board, to prevent any altercation in case of loss, and the underwriter will of course take into consideration this small but additional risk.

As Great Britain has her principal intercourse with Russia by means of the Baltic, the following observations may be found useful to many.

Masters of vessels, when they arrive in sight of the Guard Ships, &c. are to hoist their colours, and bring to, for the purpose of the guard ship sending her boat, to make the necessary inquiries, particularly whether the merchantman has any gunpowder on board; and, in case there is, the same must be removed on board the guard ship, and kept there until the departure of the merchantship, when it will be

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restored; but, if concealed and afterward discovered, the master is subject to very heavy penalties.

A custom house vessel, which is always stationed close to the guard ship, then sends her boat, and places an officer on board, where he continues until the vessel reaches the port, first putting seals on the passengers' trunks, &c. &c. in which state they remain until sent to the custom house, where they are examined; which sometimes takes eight or ten days.

As soon as vessels come to anchor at Cronstadt Mole, captains are to go immediately to the agent, and make a proper report of their cargoes, ship's crew, names and number of passengers, &c. and in their manifest to specify every thing on board: likewise, on their departure, passports, particularizing their cargoes, &c. will be required by the proper officers at the custom house and admiralty.

Passengers must produce their passports to the governor, or commanding officer, before they are permitted to leave any port in Russia, or frontier by land: when they arrive they should go immediately to the police master general, produce their pass, and shew him to whom they are recommended, their business, &c.

Travellers by sea and land are neither to arrive or depart without passports; otherwise liable to detention, until the proper officers are satisfied.

Previous to departure, the laws of Russia require persons of all descriptions to cause an advertisement to be inserted in the public newspapers, three times, in the Russian and German languages, expressive of their intention to leave the country, their profession, &c. agreeable to a form prescribed; in order that all persons having claims may make them, and be satisfied before the advertiser departs.

A pass, from the minister for the country to which such person belongs, must also be produced to the general police officer, who, upon being satisfied therewith, will grant him a government passport, if he goes by land; but if by sea, the same memorial will be required with the government pass; as likewise one from the admiralty.

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By referring to Petersburg and to Riga, a pretty accurate idea may be formed of the progressive increase of the trade of Russia by the Baltic Sea. Betwixt the years 1773 and 1777, its gross amount is stated — Imports, 10,790,918 rubles; — Exports, 14,724,610 rubles. In 1788, when the French had the benefit of a treaty, and the English none, the proportion of this trade with Great Britain and that of all other nations, was

	Exported.	Imported.
To and from the British dominions	10,088,489	1,423,070
all other Nations,	16,089,521	16,460,458
Rubles	26,178,010	17,883,528

The French revolution had some effect on this trade, as will be shewn in dwelling on the respective interests of Russia, Great Britain, and France. In consequence of the English resuming their former limited advantages, and the ukase of April 1793, prohibiting French manufactures and produce, this trade in the Baltic ports stood thus:

	Exported.	Imported.
With Great Britain,	16,125,744	3,399,520
all other Nations,	17,275,927	15,646,189
Rubles	33,401,671	19,045,709

It was not until the year 1795 that Courland came under the Russian dominion absolutely, and its revenues added to those of the empire. The ports which Russia now has, commencing from the borders of Swedish Finland, round the Gulph, and into the Baltic Sea, with their imports, exports, amount of customs, and the number of ships, are as follows, for the year 1797. It must, however, be observed, that 1796 was an uncommon year in Russia: the number of ships arriving in the Russian ports of the Baltic were 3,086, and 3,104 sailed.

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Comparison of the Trade of Russia, in the Baltic, in the Years 1797 *and* 1802.

1797.	Ships arrived.	Ships sailed.	Imports.	Exports.	Customs.
Fredericksham	25	24	26,503	62,623	7,821
Wyburg	83	86	95,149	154,131	24,653
St. Petersburg	887	841	19,374,114	32,213,909	3,141,019
Cronstadt	—	—	—	237,001	7,348
Narva	107	107	121,006	526,776	60,751
Revel	118	85	1,505,719	359,535	207,773
Hapsal	5	4	12,536	9,096	2,485
Pernau	112	104	932,800	729,697	239,095
Arensburg	22	29	30,266	111,678	10,647
Riga	864	878	2,490,540	10,412,383	844,121
Windau	58	46	99,774	299,993	22,148
Liebau	265	268	904,422	1,825,621	222,951
	2,541	2,472	25,593,829	46,940,443	4,790,807
In 1802, were	2,768	2,632	32,988,418	46,917,134	—

In the year 1802, there came into all the ports of Russia in the Baltic, vessels of the following states and nations; by which we may judge of the respective proportions of the trade of each in that sea.

Ships.	Arrived.				Sailed.			
	Laden.	Lastage.	Unladen.	Lastage.	Laden.	Lastage.	Unladen.	Lastage.
Russians	69	3,432	34	2,914	98	6,124	2	65
English	308	32,862	515	49,224	758	76,072	39	3,663
Dutch	34	2,632	155	17,137	171	18,540	—	—
Swedish	222	9,958	210	11,275	424	20,406	12	606
Danish	150	7,414	190	10,867	336	18,065	—	—
Prussian	133	9,550	253	19,873	379	29,943	4	313
Lubeck	152	7,585	18	1,322	146	8,304	1	54
Rostoc	23	881	20	1,124	36	1,757	1	48
Hamburg ..	9	661	13	1,183	23	2,091	—	—
Bremen	12	928	23	1,575	33	2,367	—	—
French	7	724	7	604	14	1,248	—	—
Spanish	7	519	—	—	6	404	—	—
Portuguese .	8	476	—	—	8	476	—	—
American ...	37	3,381	26	2,738	61	6,205	—	—
Mecklenburg	5	288	63	3,630	72	4,189	1	65
Oldenburg ..	4	261	20	1,047	23	1,200	—	—
Papenburg .	6	344	15	658	18	962	—	—
Munster	1	38	24	1,926	26	1,867	—	—
Total	1,187	81,935	1,581	127,111	2,632	200,921	60	4,814

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For a country abounding with so many resources, particularly for ship-building, as Russia, she possesses little shipping; indeed her natural position will always be an obstacle. In her ports in the Baltic there is some little coasting, by taking the produce from one part where there are no ports, or the want of shipping, to another for exportation; and in this the foreigners participate the few months which the Gulph is open, though the Russians have the greatest share. The following is an account of their coasting trade for the year 1802.

Vessels.	For Transport.		For Fishing.	
	Vessels.	Lastage.	Vessels.	Lastage.
Russian . .	531	25,044	—	—
English . .	12	1,011	—	—
Swedish . .	4	195	—	—
Danish . .	8	238	—	—
Prussian .	2	68	—	—
Lubeck . .	3	143	Of these vessels	
Bremen . .	1	56	returns have not	
Hamburg .	2	198	yet been rec^{d}.	
Papenburg	1	84	—	—
Oldenburg	1	35	—	—
	565	27,072	—	—

In order to shew the general state of the trade to the latest period, and more particularly the articles which comprise the Imports and Exports in the ports of Russia in the Baltic, it may not be unacceptable to shew the balance in which each denomination really is, particularly as the value is given betwixt the raw materials other nations take, and of manufactured articles which Russia takes in return:—both will tend to demonstrate, that the balance which is gained by Russia of Great Britain is absorbed by other nations. If three parts of the whole external trade of Russia is carried on by the Baltic, and Great Britain takes from half to two-thirds of that amount in their Exports, without an adequate proportion of her manufactures being taken in return, that power must be the chief cause of the commercial prosperity of Russia.

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State of the Trade of Russia by the Baltic, in the Year 1802.

IMPORTATION OF FOREIGN GOODS.

Necessaries of Life.	Worth in Rubles.
Wine	2,001,577
Brandy, rum, &c.	96,056
All corn, rice, and grits	159,802
Sugar	4,831,311
Coffee	992,138
Cheese	110,373
Spices	259,682
Nuts	207,476
Meat	6,445
Fish	588,138
Butter	3,040
Salt	1,318,641
Honey	686
Tea	1,489
Fresh fruit	363,008
Preserved ditto	34,869
Dried ditto, and berries	213,889
Vinegar	61,592
Mustard	40,562
Oysters	39,821
Total	11,330,595

Metals.	
Gold in foreign coin	719,623
Silver ditto ditto	3,030,661
Silver in bars	250,115
Copper	16,109
Tin	227,379
Lead	176,699
Steel	16,863
Spelter	126,451
Quicksilver	22,174
Total	4,586,074

Raw Materials.	
Cotton	254,185
Silk	450,870
Hair and Wool	22,170
Colours	2,493,789
Sandal Wood	276,255
Tobacco	128,606
Turpentine	412,658
Furs	183,839
Frankincense	40,129
Resin	83,343
Borax, tartar, aqua fortis, &c.	235,344
Apothecaries drugs	219,714
Unwrought wood	100,558
Sugar	326,082
Juice of fruit	53,640

EXPORTATION OF RUSSIAN GOODS.

Necessaries of Life.	Worth in Rubles.
Corn brandy	163,340
Wheat and rye flour	97,032
Wheat	1,318,745
Rye	4,041,227
Barley	978,107
Oats	194,585
Other grain	13,241
Beer	1,510
Meat	88,661
Fish	587
Butter	77,625
Salt	308
Honey	1,079
Caviar	64,961
Total	7,041,008
Therefore the Importation in these sorts of goods exceeds the Exportation by	4,289,587
	11,330,595

Metals.	
Copper	16,112
Iron	3,741,928
Total	3,758,040
Therefore the Importation of metals exceeds the Exportation, by	828,034
	4,586,074

Raw Materials.	
Hemp	9,059,159
Flax	5,583,479
Wax	219,515
Linseed	276,479
Tobacco	57,742
Hempseed oil	1,492,240
Furs	216,749
Pitch of all kinds	70,412
Resin	6,035
Potashes	801,121
Shamoys and dressed leather	1,655,139
Timber	1,142,840
Tallow	8,712,240
Fat	82,077
Soap	43,602

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Soap	7,270
Sulphur	11,776
Sweet scented and mineral water	36,048
Cork	83,620
Orange and Lemon Peel	16,070
Shamoy skins	21,451
Coals	48,555
Iron plate or tin plates	172,045
Marble and stone	65,555
	5,743,572
Of this sort of goods the exportation exceeds the importation by	24,522,245
Rubles	30,265,817

IMPORTED FOREIGN MANUFACTURES.

Cotton goods — Rubles	3,169,042
Linen ditto	169,713
Silk ditto	480,861
Woollen ditto	5,810,557
Toys	83,144
Gold and silver vessels	100,309
Iron manufactures	294,468
Pins	38,274
Wrought leather	8,565
Pictures	43,871
Statues and ancient ornaments	59,331
Writing paper	55,949
China, earthen, and crystal ware	218,932
Mathematical instruments	183,908
Musical instruments	79,845
Plate glass	4,651
Printed books	101,641
Chimney pots	26,385
House and table clocks	23,706
Razors	7,981
Total	10,961,133
Living animals	5,499
Precious stones	12,170
Different kinds of goods	344,495
The whole importation is	32,983,416
The exportation in the ports of the Baltic exceeds the importation by	13,933,716
Rubles	46,917,134

Raw hides	66,094
Feathers	79,496
Horse Manes	56,624
Hops	69,187
Other articles	575,587
Rubles	30,265,817

EXPORTED RUSSIA TRADE AND MANUFACTURES.

Sail-cloth	679,175
Flemish linen	745,472
Ravenducks	1,544,218
Coarse and fine linen	247,217
Flaxen calimancoes	119,488
Chest covers and printed linen	5,831
Tablecloths and napkins	113,728
Commodes, bureaus, and other domestic furniture	16,593
Tanned leather	198,970
Yufts	1,090,906
Clothes and linen	22,921
Mats	4,459
Felts	400
Ropes and cordage	582,847
Candles	221,593
Iron manufactures and vessels	4,173
Copper ware	219
	5,589,720
Therefore the importation of these kinds of goods exceeds the exportation by	5,371,413
	10,961,133
Living animals	28
Different kinds of goods	262,521
The whole exportation is	46,917,134

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CHAP. V.

Of St. Petersburg, and Cronstadt, its Port. — Its Trade in 1800. *— Produce brought down the Neva and by Land to that Capital. — Aggregate Exportation from Petersburg. — Tables of the Exports to Great Britain and Ireland. — Ditto to France. — To America. — To what Places in* 1804. *— Acccount of Exports and Imports, with the Names of the Mercantile Houses, and Amount of their Transactions. — The same with different Nations. — State of the Customs. — Gold and Silver imported. — Merchandise of different Sorts imported. — Ships arrived and sailed, from the Foundation of that City. — Exports in British and American Ships in* 1804. *— Table of the Exchange, Pro Forma Invoices. — Value of Exports and Imports from* 1741 *to the present Year.*

GREAT cities owe their origin generally to the united efforts of individuals continued for ages, in which case they are irregular and badly built, until, at length, wealth increasing, when the private houses of the inhabitants decay, they are built up with more care and expense and regularity.

London, Paris, Amsterdam, Vienna, Madrid, Lyons, all the cities of Italy, and those of which we have had occasion to speak, in the north of Europe, rose up in this manner, by degrees; but there are a few cities that have been built by powerful monarchs, on a regular plan, and that therefore have started into importance at once, and soon become great and wealthy.

There were numerous cities in antiquity of this sort, but the principal example that is to the present purpose, is that of Alexandria in Egypt, built expressly by Alexander the Great, after he had taken Tyre and Babylon, in order to remove the trade of India from the Persian Gulph to the Red Sea.*

* Babylon and many other great cities of antiquity were built in the same way, as their regular design proved, but their histories are scarcely known, or at least the authenticity of them is very uncertain.

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Constantinople was built in the same way, intentionally for a great city, and became the capital of the eastern Empire at once, and in modern times we have seen St. Petersburg raised by similar views and exactly in the same manner.

Mosco, till the beginning of the eighteenth century, was the capital of the Russian Empire, but it was not a sea-port, and therefore did not seem fit for the capital of a large Empire, to a man so ambitious and so sensible of the advantages of naval commerce as Peter the Great; he therefore, in 1703, laid the foundation of this city.

In 1713, a great part of the commerce from Archangel was removed hither, and finally, in 1721, the Emperor ordered the factories of foreign nations to be established at St. Petersburg. Its commerce has since been progressively increasing, so that it now certainly is the port of the greatest importance in the Baltic.

We cannot pass on without noticing Petersburg for the regularity of its buildings, and the beauty of the city altogether. It has engaged the attention of the different sovereigns, but the present will most likely put the finishing hand to make it the most elegant city in Europe. The following is an order of his imperial majesty, dated the 26 Feb. 1804, addressed to the minister of commerce, Count Nikolai Petroevitch, and will give a proof of his attention to this object.

"I approve of the plan of building a new exchange of stone at St. "Petersburg, and making a quay of stone along the river Neva, from "the Isaac bridge to the end of the old exchange; and for that purpose "order commissioners to be appointed for carrying the same into effect, "under their directions." H. I. M. farther says,

"I wish the building of the exchange to be finished in four, and of "the quay of the river Neva in five years; the works to begin in "the spring of the following year. I order that the estimated sum of "ro. 1,939,138 and 50 cop. for this work, shall be paid from the im- "perial treasury, and desire you, for that purpose, to apply to the "minister of finances for the rest. I remain, your well wisher,

"ALEXANDER."

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Petersburg lays at the mouth of the Neva, upon its several branches, just as it falls into the Gulph of Finland, or rather that of Cronstadt. After a long winter, when the thaw sets in, it is that the animated scenes of business commence, when ships are arriving from abroad, and the barks are dropping down the Neva from the interior, loaded with the produce of the country.

The barks with hemp and flax generally go direct to one of the three Warehouses appointed for their reception, where they are unloaded. Two of these warehouses are built of wood, but the other (which was burnt down some years ago) is re-built on the site of the old one, a large handsome stone building, upon an island in the Little Neva, below the fortress; this warehouse is particularly convenient, and one at which the greatest part of that business is done, being now in no danger whatever from fire. The barks discharge on the one side into the warehouses, where the hemp and flax are bracked into the following different descriptions:

Hemp—is packed into bundles of	Flax—packed into what are called Bobbins.
Clean	12 Heads
Outshot	9 Heads
Pass	Heads,
Codille,	

and shipped off on the other, in galliots to carry down to Cronstadt, or stored in the warehouse.

The tallow, hempseed and linseed oil, have a warehouse or wharf purposely allotted to them, and a bracker solely for those articles. Tallow consists of three sorts, called yellow, white candle, and soap.

The linens are housed at proper warehouses near the custom-house: their names and quality have already been described.

Linseed and grain generally remain above the city in the barks in which they come down, until sold or shipped off. Their quality varies.

Although these articles generally come down by water, yet, in winter, when the sledge roads commence, all sorts of fabrics or linen manufactures are brought by that conveyance; sometimes hemp or flax from Novgorod; peltry, wax, rhubarb, and other less bulky articles by that conveyance.

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Cronstadt, which is the port of Petersburg, stands upon an island now generally so called, but formerly Retusari, which lays in the middle of the Gulph of Finland, about twenty English miles below Petersburg: the port is on the south-east side, from hence is a constant communication by way of Oranienbaum, which is about five English miles from the shore.

At Cronstadt are the principal dock yards of Russia. The merchant-ships have a haven particularly allotted for them, distinct from that for the men of war. Although the docks communicate with each other no intercourse is suffered, unless any vessel requires such repairs as renders it necessary for her to go into the royal docks.

There are good regulations in the merchants' mole for the shipping, and they are very well accommodated.

The carrying trade betwixt Petersburg and Cronstadt, by galliots, is expeditious and safe; it will, however, sometimes happen that strong westerly winds will prevent their working down till they get over the bar.

Vessels not drawing more than 8½ feet water are allowed to go up to the city, being little more than this depth of water on the bar. It must be observed, that sometimes, by a long continuance of easterly winds, the water will be very low indeed; and it will as frequently happen, that with strong continued westerly winds, (in autumn in particular,) the water will rise suddenly very high, and cause considerable damage both at Cronstadt and Petersburg.

Men of war are built at the dock yards in the city, and are got over the bar by means of camels, or floating hulks constructed for that purpose.

Great Britain has a Consul General here, likewise a factory, to regulate all affairs relating to the British trade.

The merchants settle a certain rate amongst themselves, to be paid on all merchandize, for defraying the expenses of the establishments. They have a chaplain here, and another at Cronstadt.

The events, which took place in the year 1800, must not only be fresh in the mind of every one, but still painful to the feelings of many; notwithstanding the generous and magnanimous compensation intended to be made to every one by his present Imperial Majesty, still

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there are individual sufferers who have not been equally happy with others in that affair, nor can any pecuniary consideration compensate for their losses.

A correct statement of the trade of Petersburg for the year, when that interruption took place, may not be uninteresting. It must be observed that the value of the cargoes of the detained ships is in the accounts of the trade of that year.

State of the Trade of St. Petersburg and Cronstadt in 1800. *Value of the Goods exported and imported by Merchants of different Nations, &c. &c.*

	Value of Imports.	Value of Exports.
Russians . . . . . Rubles	10,370,247 98	11,310,851 43½
British	21,091,195 07	5,647,692 64½
Imperial	41,478 55	19,090 0
Danish	268,114 70	69,655 0
Mecklenburg	220 0	—
Portuguese	239,813 25	153,055 75
Italian	1,554 0	400 0
Swedish	105,690 26	720 0
Sundry passengers	15,567 91	25,941 08
Shipmasters	181,472 78½	80,774 25½
	32,255,354 50½	17,308,180 11½
More exported than imported	14,947,174 39	—
In 1799, they amounted to	38,169,924 81	19,290,778 77
Less in 1800	5,914,570 30½	1,982,598 65½

Besides the foregoing, there was imported to the Port of St. Petersburg, Gold and Silver, Coined and in Bars.

GOLD.	Number.	Pood.	lb.	Zol.	Rubles.	Cop.
In Bars	4	1	22	92	32,000	0
Ducats	74,225	15	28	40	326,289	0
Various coin .	200	—	14	66	6,800	0
SILVER.						
In Bars	93	146	15	87	207,410	0
Dollars	1,056,403	1,758	22	90	2,190,250	0
					2,762,755	0
In 1799, there were imported					1,240,375	59
More in 1800					1,522,379	41

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Customs collected at St. Petersburg, 1800.

	Gold. Pds. lb. sol.	Silver. Pds. lb. sol.	In Russ Money. Rubles.	Value of Bullion.	Total.
Collected at St. Petersburg and Cronstadt . .	3 35 46¾	2,761 21 54¾	1,602,913 87	2,231,320 33	3,834,234 70
The gold and silver.					
Gold was in Bars	0 8 57¾				
Ducats	3 26 84½				
Silver in Bars . .	—	3 1 33			
Holland Dollars .		1,758 37 49¾			
Danish . Ditto . .		26 29 88¼			
Swedish . Ditto . .		115 14 33¼			
Spanish . Ditto . .		857 18 42½			
Fines	—	8 0 80			
Schools and wharfs					60,759 04¼
Various other collections					1,036,512 32¼
In all . . . . . Rubles					4,931,506 06¾
In 1799, the collections of all denominations amounted to .					4,684,184 02¾
In 1800, more collected					247,322 04

Number of Ships arrived and sailed; and Number remaining in Cronstadt.

	Arrived.	Sailed.	Remaining at Cronstadt.	Remaining at St. Petersbg.
Russian	22	21	1	1
British	453	352	103	—
Lubeck	77	76	4	3
Danes	84	84	—	2
Prussians	69	67	2	2
Rostocers	34	34	1	—
Portuguese	3	3	2	—
Americans	25	25	—	—
Dantzic	7	9	—	—
Sweden	51	52	3	—
Bremen	6	6	—	—
Oldenburg	6	6	—	—
Papenburg	4	4	—	—
Hamburg	1	1	—	—
	842	740	116	8
	22 ships wintered from 1799, and 4 new ones were built.	4 new ships built; make in all 744.	In this number 103 English. arrested.	

These Ships arrived, viz.

				Arrived.	Sailed.
Full loaded 255	Lastage incoming 68,526½	In 1799, there were ships		794	770
Part loaded 139		1800, less arrived . .		46	—
In ballast . 448	outgoing 65,958¾	More sailed . .		—	26

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That some idea may be formed of the importance of the trade at Petersburg for exportation, as well as for home consumption, an estimate is given of the quantity of goods annually brought down to Petersburg.

IRON.	Poods.
Iron, all sorts from Siberia	3,500,000
Old and new sable, &c	
Hoop	4,000
Cast	2,500
Old	25,000
Nails	1,400
Nail Rod	3,000
Sheet	500
Hemp, clean	4,750,000
Outshot	
Half clean	
Codilla	
Flax, 12 heads	595,000
9 head	
6 head	
Codilla	
Tallow, Yellow and white, candle and soap	2,800,000
Tallow and candles	
Pot-ash. First and second sort	350,000
Hides. Called yufts	120,000
Bristles. First and second sort.	50,000
Isinglass. First, second, and all other sorts.	8,000
Wax, white and yellow	10,000
Candles	25,000
Glue	2,500
Hair, Horse	4,500
Cow	4,000
Elk	500
Rein deer	1,400
Cordage, all sorts of	350,000
Feathers	18,000
Sole leather	40,000
Oil, Hemp	350,000
Linseed	140,000
Train	3,500
Nut	1,000
Liquorice	800
Soap, hard and soft	200,000
Caviar	30,000
Old rope	2,500
Oakum	7,000
Cotton	1,800
Horns, Deers	800
Rein deer	700
Oxen	40,000
Salt beef	50,000
Rhubarb	3,000
Castor, or castor stone	2
Horse tails	30,000
Morocco leather	400
Calf skins	55,000
Tobacco	150,000
Hair powder	400
Twine	1,000
Aniseed	2,000
Carraway seed	2,500
Honey	12,000
Resin	2,500
Tea from China direct	10,000
Tar	124,000
Steel	4,000
Copper	50,000
About Poods	13,940,002

Of the above articles those which are bracked, will be seen hereafter.

LINEN MANUFACTURE.	Arsheens.
Linen, Broad of all sorts, first and second	700,000
Narrow, ditto	1,500,000
Diaper	1,700,000
Ditto, narrow ditto	1,800,000
Huckaback	250,000
Printed linen of all kinds	200,000
Fine bleached, in rolls	125,000
Arsheens	6,275,000

	Pieces.
Ravenducks, 50 arsheens long, 28, 31½, 36 inches wide	250,000
Flems, 50 and 57 arsheens long, 42 and 45 inches wide	200,000
Drillings, bleached and unbleached, 50 arsheens long, 28 inches wide	250,000
Tickens of all sorts	14,000
Table-cloths, ditto	13,000
Napkins, ditto	16,000
Paper hangings	25,000
Sail-cloth	200,000
Pieces	968,000

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GRAIN.

	Chetwerts.
Linseed	200,000
Wheat	500,000
Oats	600,000
Rye	550,000
Barley	250,000
Malt	300,000
Pease	150,000
Barley groats	800,000
Hemp seed	150,000
Buck wheat meal sifted	100,000
Grist millet sifted	40,000
Chetwerts	3,640,000

PELTRY AND SKINS.

		No. of
Skins.	Calf	325,000
	Hare	1,500,000
	Bear	20,000
	Fox	22,000
Squirrel		110,000
Sable		13,500
Martin		1,100
Ermine		10,000
Cat		10,500
Lynx		1,300
Dog		15,000
Lamb		25,000
Weasel		1,500
Parchment, skins of		4,000
Wolf		18,000
Pole-cat		2,000
Sheep		116,000
Squirrel tails } Ditto in sacks }		400,000
Sable ditto		10,000
Fox ditto		25,000
No. of Skins		2,629,900

	No. of Pieces.
Matts, first and second sort	1,700,000
Tongues, Neat's tongues	200,000
Flints	1,000,000
Toolups, or fur gowns	200,000

Before the prohibition of the export of wood, the circd amount brought down to Petersburg was estimated at

Timber, viz. Deals	3,590,000	
Lathwood	800,000	
Yards	150,000	
Bowsprits	6,000	
Masts	5,000	
Boat masts	3,000	
		4,464,000

Besides Timber of every description, not to be exactly ascertained.

Horn, Oxen	100,000
Hoops, Wood	1,000,000
Horse tails and manes	100,000
Morocco leather	20,000

In examining the account of produce exported, (a table of which is given,) it will be found that Great Britain takes from half to two-thirds of the whole export from Petersburg, the aggregate quantity exported is analyzed, for the use of the British merchants, to each principal port of Great Britain, and to Ireland exclusively, and which is succeeded by another to America, from its independence to the present year; this is followed by one to France, from 1772, till 1803; which, compared with that to Great Britain, gives the plainest conviction of the importance of the British trade to Russia, and the considerable annual balance she draws from England. Some remarks will be made on this subject in the general observations, comparing them with the exports she takes.

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Aggregate of the principal Articles exported from Petersburg, the Number of British and other Shipping, from the Year 1787 to 1805.

	Years.	1787	1788	1789	1790	1791	1792	1793	1794
	Ships.	British 394 Foreign 358	542 402	460 377	517 415	525 513	606 355	542 335	533 417
	Total	752	944	837	932	1038	961	877	950
Iron	Poods.	1,699,478	2,479,982	2,072,596	1,998,556	2,646,132	2,234,780	2,630,239	2,173,006
Hemp clean	do.	1,130,725	2,149,975	1,710,442	2,184,652	1,627,830	2,168,800	1,745,569	2,132,388
outshot	do.	159,526	239,665	181,829	157,235	109,697	138,151	97,749	117,083
half clean	do.	143,928	208,599	166,975	142,390	88,563	122,862	47,117	111,008
codille	do.	38,531	66,091	35,707	44,238	24,582	9,322	8,238	6,127
Flax, 12 heads	do.	411,413	510,535	289,052	425,962	659,914	427,069	417,340	602,828
9 do	do.	46,194	26,770	18,567	12,398	12,895	15,202	13,527	12,255
6 do	do.	10,839	4,974	5,485	3,516	3,104	723	2,701	1,903
codille	do.	21,592	26,531	32,725	14,596	19,067	20,614	28,726	8,657
Cordage	do.	49,002	48,178	61,381	46,395	48,660	37,805	43,327	57,918
Tallow	do.	1,250,071	1,428,225	1,063,412	922,341	632,617	701,450	869,508	803,483
Wax	do.	9,898	3,856	13,086	2,287	1,814	10,961	16,107	9,895
Potash	do.	63,304	58,594	60,654	83,512	86,031	69,619	96,414	95,248
Bristles	do.	19,491	19,482	18,119	19,473	15,501	30,298	30,605	25,341
Isinglass	do.	4,357	8,266	5,300	5,037	5,583	6,615	5,879	4,949
Hides	do.	129,244	141,132	102,200	92,278	104,115	74,446	101,295	123,658
Tobacco	do.	4,143	9,353	11,322	414	6,260	150	1,572	1,256
Diaper, broad and narrow	Arshns.	633,869	519,087	405,940	483,973	442,038	956,362	415,686	438,705
Linen, do do	do.	948,540	931,805	670,297	388,825	108,926	546,627	402,267	511,011
Crash	do.	1,267,099	1,808,242	1,220,684	1,051,413	1,163,722	2,132,509	1,167,441	1,079,547
Flems	Pieces.	42,405	56,777	39,848	35,850	21,722	34,165	55,145	45,334
Ravenducks	do.	88,366	102,708	108,800	123,747	79,893	87,133	97,758	141,084
Sail cloth	do.	56,111	39,319	42,046	44,438	38,382	42,860	47,705	67,005
Drillings	do.	38,907	32,105	29,927	29,265	20,655	28,478	25,176	23,400
Deals	do.	1,492,491	2,339,065	2,318,078	2,498,871	3,523,221	3,639,997	3,725,258	2,171,379
Mats	do.	209,790	117,510	162,800	202,500	271,825	401,970	402,020	315,920
Hare skins	do.	604,600	628,045	518,587	357,900	618,248	929,587	605,352	420,471
Linseed	Chet.	52,235	45,294	48,824	33,492	6,772	25,519	26,036	33,386
Wheat	do.	519	—	—	11,004	11,380	11,316	17,813	11,361
Rye	do.	—	—	—	—	—	—	—	—
*Hemp oil	Poods.	303,841	31,024	291,675	84,665	144,649	50,779	226,531	106,449

* Linseed exported with it.

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Aggregate of the principal Articles exported from Petersburg, and the Number of British and other Shipping, continued.

	Years.	1796	1797	1798	1799	1801	1802	1803	1804
	Ships.	British 684	440	619	456	512	470	651	385
		Foreign 469	434	434	315	633	509	481	396
	Total	1153	874	1053	771	1145	979	1132	781
Iron	Poods.	2,286,206	1,837,223	2,658,937	2,000,650	1,416,226	2,033,505	2,196,534	760,390
old	do.	23,550	20,487	26,895	18,729	16,971	21,513	9,173	10,525
N. hoop	do.	15,010	—	4,010	—	—	—	—	—
cast	do.	—	—	—	—	62,602	—	—	—
Hemp clean	do.	1,686,780	1,596,607	2,052,774	1,602,863	1,485,752	1,475,531	1,868,632	1,463,601
outshot	do.	278,252	225,128	234,940	485,501	390,009	247,695	305,817	344,349
half clean	do.	151,356	117,975	104,196	236,947	271,309	242,293	281,584	349,679
codille	do.	36,176	36,766	50,487	384,707	21,496	20,246	32,709	22,890
Flax, 12 heads	do.	440,160	336,365	485,099	349,037	300,153	208,915	194,237	321,268
9 do.	do.	35,769	17,083	20,744	94,970	54,804	16,699	11,170	24,427
6 do.	do.	3,385	717	2,008	2,073	815	589	417	341
codille	do.	23,774	15,766	41,237	31,177	32,581	76,530	48,463	19,898
Cordage	do.	122,897	96,920	110,920	168,378	198,815	170,786	55,626	92,519
Tallow	do.	1,106,852	1,314,770	1,245,471	1,524,036	1,518,051	1,772,565	1,973,776	1,927,943
Wax	do.	5,564	5,055	2,825	2,295	5,470	8,469	2,035	8,481
Bristles	do.	26,497	27,592	33,804	32,913	32,224	38,473	38,121	37,913
Isinglass	do.	5,410	5,981	7,176	5,659	6,264	6,150	5,868	7,005
Tobacco	do.	10,700	15,236	76,674	38,163	7,437	2,175	10,473	—
Diaper, broad and narrow	Arshns.	597,393	682,023	431,633	725,930	682,472	487,254	542,381	343,822
Linen, do. do.	do.	447,264	603,894	110,032	653,309	323,158	966,132	479,448	74,184
bleached	do.	—	—	—	—	62,534	18,174	—	—
Crash	do.	1,695,455	1,958,634	2,235,159	1,799,150	1,271,511	1,852,984	1,589,274	1,024,203
Flems	do.	55,602	57,387	65,377	96,105	64,149	44,512	35,253	47,378
Ravenducks	do.	150,575	155,268	142,483	171,287	133,538	129,931	107,642	126,173
Sailcloth	do.	59,778	44,858	73,707	52,038	66,680	43,398	60,041	53,315
Drillings	do.	12,033	18,866	24,698	11,694	18,080	458,377	7,851	9,709
Deals	Pieces.	3,833,419	2,170,465	3,238,692	343,659	1,365,185	1,113,317	1,998,500	136,131
Mats	do.	231,080	196,465	39,169	40,200	28,615	44,785	36,303	37,770
Hare skins	do.	431,587	414,126	552,433	499,354	269,916	302,158	426,310	585,651
Linseed	Chet.	68,441	54,951	73,272	55,373	55,005	78,431	61,039	55,336
Wheat	do.	98,147	18,616	2,026	11,331	187,198	69,144	52,698	38,920
Rye	do.	—	—	—	—	39,976	5,027	—	—
Hempseed oil	Poods.	353,954	317,485	208,004	135,656	237,840	391,704	400,182	—
Linseed do.	do.	5,441	7,168	8,768	2,814	8,725	6,052	4,144	3,815
Hides	do.	97,948	65,824	102,663	17,393	91,003	89,773	43,250	71,830
Potash	do.	100,590	130,977	225,635	196,385	256,174	284,641	172,073	179,382

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An the YEAR 1753 to 1804, Inclusive.

It must be remarked, that the to Great Britain and Ireland only, are stated in the following Account.

	Years.	1771	1772	1773	1774	1775	1776	1777	1778
	Ships.	350	218	295	308	271	330	378	246
Iron in bars	Poods.	2172201	1581827	2124467	1877878	1531458	1958992	2266719	1139703
Hemp, clean	ditto	1384081	589453	1023713	1132767	798435	767472	1104299	939693
outshot	ditto	72823	10341	31844	53644	65424	161910	92950	86432
half-clean	ditto	42089	5046	21489	43089	28490	46516	32735	90092
Flax, 12 heads	ditto	113488	97473	39935	119190	147224	135232	208135	156137
9 and 6 heads	ditto	16761	12147	5214	7068	16387	21084	27544	18391
Isinglass	ditto	2994	1797	1989	2552	3005	2151	1373	2521
Bristles	ditto	9896	11459	12155	12623	14234	13531	13514	11251
Wax	ditto	252	289	49	398	1149	1518	1161	2306
Tallow	ditto	166472	140287	205438	275825	170233	243750	271273	178940
Diaper, broad	Arsheen	206533	79967	145711	217051	128988	295058	152834	190824
narrow	ditto	242082	146744	146760	166169	176925	454715	337683	313682
Linen, broad	ditto	21000	79940	66331	89833	157085	98535	82155	—
narrow	ditto	2871210	527374	257505	404237	865483	1045061	1596716	687211
Crash	ditto	1150247	615714	575572	526153	753727	1177580	1143440	558771
Drills	Pieces.	39225	27554	51059	27558	21145	22379	28243	28614
Flems	ditto	16496	26607	21366	26976	24895	17293	23483	27741
Ravenducks	ditto	47951	37910	55302	46080	49444	53837	56494	58629
Sail cloth	ditto	7832	3714	4914	9910	2915	2059	1205	141
Deals	ditto	184292	135983	195272	157593	121350	162867	156681	60909
Hare skins	ditto	9300	—	6025	—	21830	—	5000	4750
Saltpetre	Poods.	—	—	—	—	—	—	—	—
Resin	ditto	—	—	160	—	—	7799	4156	2590
Pitch	ditto	—	—	—	—	—	—	—	—
Tar	ditto	—	—	349	—	—	39518	68673	75068
Hides	ditto	292	72	1167	225	175	116	445	55
Rhubarb	ditto	—	3½	—	56½	100	84½	43	28½
Potash	ditto	—	—	—	—	3077	—	155	6986
Wheat	Chetwer	—	106	1239	11915	18163	—	16786	—
Linseed	ditto	160	977	408	877	14134	11499	18454	32331
Hemp, codilla	Poods	55106	26686	9304	17598	20851	42172	84008	58421
Flax, codilla	ditto	—	—	—	—	—	—	—	—
Cordage	ditto	—	—	—	—	—	—	—	—
Caviar	ditto	—	—	—	—	—	—	—	—
Horse Hair	ditto	—	—	—	—	—	—	—	—

	Years	1797	1798	1799	1800	1801	1802	1803	1804
	Ships	435	610	448	344	505	430	650	380
Iron in bars	Poods	1579658	2345287	1584920	908805	1058281	1421264	1665496	368420
Hemp, clean	ditto	1145992	1491614	1267245	694128	1195208	743860	1313912	1092055
outshot	ditto	7500	151150	346615	180895	207475	102092	194411	134026
half-clean	ditto	15264	35393	162721	177474	105564	99640	232442	217348
Flax, 12 heads	ditto	291970	468018	341927	231966	283133	180094	176471	268323
9 and 6 heads	ditto	12173	14552	85090	27282	50720	15183	7527	18034
Isinglass	ditto	4713	5186	4950	3505	5346	—	5050	5746
Bristles	ditto	20492	22766	27873	22309	22272	27675	29935	26756
Wax	ditto	2027	2185	1943	1353	1432	—	683	4083
Tallow	ditto	002144	1064202	1385704	1059210	689968	1525636	1624889	1518818
Diaper, broad	Arshee	165376	253558	280437	86575	209398	175300	75976	50209
narrow	ditto	345644	445978	309372	77604	270216	153241	140675	155476
Linen, broad	ditto	99008	107552	133416	23570	63611	194714	106471	1838
narrow	ditto	465881	515197	499801	72977	256383	734753	327352	71397
Crash	ditto	848303	2110134	1592453	—	1161286	1663279	1443294	967900
Drills	Piece	7490	17255	7424	5812	9082	—	6578	6532
Flems	ditto	26828	35837	61589	24140	21021	28881	20009	21339
Ravenducks	ditto	113197	110916	126159	91965	76950	100894	85943	89564
Sail cloth	ditto	—	164	3654	60	338	—	160	95
Deals	ditto	025796	3127594	321562	698871	1341051	1053485	1982454	131358
Hare skins	ditto	30042	17000	131070	59520	—	—	9587	21600
Saltpetre	Pood	—	—	—	—	—	—	—	—
Resin	ditto	—	—	—	—	747	—	687	—
Pitch	ditto	—	—	—	—	1920	—	—	—
Tar	ditto	—	—	—	—	565	—	—	483
Hides	ditto	—	440	—	141	698	—	887	1151
Rhubarb	ditto	37	236½	86½	1	26	—	47	122
Potash	ditto	48967	79371	82574	58117	82241	69587	54925	20608
Wheat	Chetw	6035	472	4055	32811	85185	—	5159	3362
Linseed	ditto	47513	57166	43371	48953	33299	52423	50679	36383
Hemp, codilla	Pood	11784	31660	52552	14809	11380	13094	25897	9901
Flax, codilla	ditto	10112	35481	17879	3176	22052	68380	41472	13415
Cordage	ditto	13527	4469	7521	5313	20379	—	13452	8842
Caviar	ditto	—	—	96	—	—	—	36	44
Horse hair	ditto	627	854	3650	426	1128	—	7649	4242

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State of the Exports at St. Petersburg from 1789, *to the principal Ports of Great Britain, and in toto to Ireland, till* 1805.

What Port.	Yrs.	No. of Ships.	Iron.	Clean Hemp.	Out-shot.	Half Clean.	12-Head Flax.	9 & 6 hd. Flax.	Flax Codilla	Bristles	Tallow.	Pot Ashes.	Lin-seed.	Elems.	Rvdks	Duals.
			poods.	poods.	poods.	poods.	poods.	poods.	poods.	poods.	poods.	poods.	chet.	pieces.	pieces.	pieces.
LONDON.	1789	166	696037	726412	25465	17015	47386	2065	317	8025	549933	14119	22282	26727	87700	892218
	1790	206	825970	907666	25414	23250	74597	—	—	9383	386000	50905	24782	22117	97665	894721
	1791	145	928614	383033	9364	8043	129973	924	3160	9929	136833	13521	6500	11838	55962	981559
	1792	156	688808	738685	29727	11722	108655	3517	4289	14087	272302	28190	20735	19600	57651	590846
	1793	198	1175718	721349	37097	21468	105321	3707	16741	12584	374324	9200	19057	32879	70846	1114815
	1794	138	591574	683727	23961	28352	27847	3667	3529	10281	175745	1500	21282	17692	89435	467955
	1795	173	786550	536233	26290	4267	71807	8921	—	14556	235781	1745	44099	26182	105671	621639
	1796	223	574712	701047	73420	28860	62649	8730	3166	12179	384180	33617	43984	31527	84054	940417
	1797	205	908907	746566	44729	11539	77129	5804	9793	12963	632050	22679	40683	24054	102673	606508
	1798	242	1256398	1011263	108490	26689	107893	4555	20629	15547	597001	23862	40576	31690	97955	740072
	1799	179	798693	633927	221054	119057	25947	16108	10730	20143	713453	18211	33044	50020	97006	125941
	1800	154	387292	421600	98218	133739	44320	6441	2968	12486	733951	32860	36397	22005	86488	69489
	1801	238	604213	819844	131740	68627	105150	23934	8470	11583	550567	54908	22536	16956	69338	365347
	1802	181	789184	342454	49685	29354	60440	3897	11170	16499	937289	27256	34663	22851	86513	401932
	1803	294	859837	681932	114389	145377	66452	2010	12225	16364	1031127	26780	38635	18354	79731	5580.34
	1804	189	186434	815222	79957	127411	42258	9667	2265	18119	909023	4436	23234	19527	78825	17447
HULL.	1789	74	456218	109357	7187	2801	32214	1837	3577	4198	7842	4691	—	244	2864	902644
	1790	72	257693	89307	8613	4987	65167	—	323	2766	22101	2444	1735	90	2716	800630
	1791	109	511379	66149	1579	—	65263	292	1922	3499	16118	3302	272	46	1800	1215128
	1792	110	343350	136670	4227	739	30858	529	2462	5564	19651	2114	400	73	2869	1405795
	1793	123	569268	72309	8739	2730	70323	2504	731	8103	46661	4576	—	2736	4555	1621025
	1794	75	360325	88790	10073	11034	55396	1670	—	6158	33768	2200	800	177	5439	841481
	1795	101	538655	53638	26725	2826	81001	8906	138	8591	62297	3138	2614	109	5135	1073979
	1796	136	494265	64567	42876	33795	41243	11503	—	4788	68184	8950	1550	433	7235	1638586
	1797	75	366497	36648	14673	2410	47712	4738	319	6126	77460	8152	680	345	6572	905646
	1798	110	453071	74329	18073	6659	48377	5024	12732	4684	74294	7486	4918	718	6759	1425460
	1799	33	212894	48065	31211	33686	32702	15510	5772	5083	122856	8821	900	2172	16631	94415
	1800	52	226686	9865	15510	15639	36275	8793	132	7540	51471	4142	948	228	3960	455254
	1801	93	172782	30429	33615	16891	58037	11361	10282	7984	40635	9829	881	312	6202	365327
	1802	59	226330	61095	20306	16432	41939	1710	17348	8462	100018	10572	3574	865	10082	382853
	1803	110	349135	67957	31561	35895	27659	718	10384	7952	79407	1882	15	156	4000	985214
	1804	21	73172	24720	12492	30158	22490	1014	2945	6260	82514	1408	4366	92	6675	60712
LIVERPOOL.	1789	20	68345	54122	415	—	14116	1100	832	24	60821	—	—	2	11	91981
	1790	44	112446	58129	2777	—	34163	2939	439	44	55414	319	—	—	20	317177
	1791	68	249728	60724	—	—	57478	—	—	640	40547	1497	—	100	150	641664
	1792	72	195689	115843	315	—	43408	541	—	458	90122	2010	—	23	360	601017
	1793	28	77512	17394	—	—	33210	—	—	397	67453	—	—	3	—	264557
	1794	28	92533	28026	238	211	37786	499	—	377	70216	708	—	12	—	182332
	1795	38	133679	14524	1089	—	40826	1688	—	397	58172	311	240	44	120	358178
	1796	52	149296	31891	7179	3772	30800	1135	—	1008	107152	6299	2439	124	458	456110
	1797	17	58954	16602	412	—	35750	—	—	294	82089	2634	—	27	840	88348
	1798	43	164593	68429	4178	—	40001	729	639	737	131697	7852	46	814	1990	357473
	1799	30	94288	52602	16392	3424	20592	4084	—	343	195365	9568	—	2677	3877	31078
	1800	9	27963	4760	6178	6955	5718	819	—	—	49458	4319	—	150	—	34021
	1801	26	55925	6697	5536	4833	4504	1633	686	402	60829	4698	—	195	80	16702
	1802	29	107687	40749	5718	2062	10899	976	13338	56	146990	4279	—	314	30	112105
	1803	34	81314	44696	5184	3383	8281	—	2207	51	128741	6020	—	160	90	190861
	1804	19	9218	20897	1726	5310	16815	—	2897	78	179824	248	—	13	—	9788
NEWCASTLE.	1789	6	18057	46871	—	—	2253	—	—	75	3216	—	481	6	160	8914
	1790	11	30027	70494	—	—	3880	—	—	104	1981	—	720	—	480	12055
	1791	8	16995	38125	—	—	6286	—	—	—	2307	3855	—	—	440	5920
	1792	17	29569	85495	—	—	1331	—	—	51	3423	1603	—	15	240	46801
	1793	14	42935	60864	—	—	7166	—	—	—	14850	—	—	60	393	40581
	1794	12	35450	56240	339	464	8271	—	—	166	15035	1496	160	113	390	21219
	1795	15	57150	66226	6334	—	3474	—	350	386	1601	1020	840	4	600	44067
	1796	13	48772	49652	1001	—	1851	—	—	105	14624	1425	—	60	200	58838
	1797	7	17781	24785	715	—	—	—	—	155	10928	1007	241	9	678	17758
	1798	16	47133	71632	—	—	1660	—	—	299	13802	3020	180	118	466	49183
	1799	15	47321	77753	13267	887	3054	1788	101	100	10459	962	—	250	1184	975
	1800	6	16732	25261	5201	—	—	—	—	—	14715	1980	—	8	—	10225
	1801	9	22478	40471	5203	1250	—	—	—	52	131	—	—	50	300	7876
	1802	13	22428	55195	605	—	631	—	—	264	13277	1266	1045	80	—	5344
	1803	10	13734	42509	1766	—	314	—	—	469	17838	44	630	—	270	2719
	1804	9	4141	30362	1667	5178	—	—	—	287	18435	—	—	40	160	4215
BRISTOL.	1789	8	91570	55323	3166	—	2143	—	1205	842	11569	635	—	40	100	5091
	1790	9	73414	59438	4668	—	0089	—	—	765	10279	626	—	—	1202	5876
	1791	16	103050	52307	4470	—	14324	—	—	1008	18017	—	—	40	438	78954
	1792	17	95896	62117	6275	650	14664	—	—	1112	9738	—	—	96	300	105464
	1793	7	75454	37607	2506	—	19021	589	—	1094	43937	—	—	—	—	2461
	1794	7	57784	22006	—	—	2206	—	—	196	28704	—	1710	—	—	25977
	1795	8	60354	20950	3535	—	12585	40	—	1051	37358	89	—	—	—	33340
	1796	10	68084	37358	3921	1827	6477	147	—	259	49906	1283	—	—	—	41496
	1797	12	55894	21290	1260	—	4806	—	—	—	51563	—	1000	4	320	53804
	1798	7	28380	18952	5136	265	7268	—	—	—	32223	784	921	3	—	838
	1799	7	41827	22941	6260	—	6124	1826	—	—	48060	—	83	103	—	11093
	1800	3	8190	2539	3172	634	632	897	—	52	19862	—	400	—	420	2365
	1801	5	10080	10346	2801	188	3322	1034	—	—	6821	522	1000	7	—	2540
	1802	8	37210	18511	1893	641	1552	—	—	263	50112	2229	—	4	—	18496
	1803	10	35910	20632	5384	86	3442	—	—	266	50796	—	801	5	2	32741
	1804	6	3150	5766	1153	1278	3337	729	—	—	42253	—	600	—	—	2018

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SCOTLAND.

What Port.	Yrs.	No. of Ships.	Iron.	Clean Hemp.	Out-shot.	Half Clean.	12-Head Flax.	9 & 6-hd. Flax.	Flax Codilla	Bristles.	Tallow.	Pot Ashes.	Lin-seed.	Flems.	Rvdks.	Deals.
			poods.	poods.	poods.	poods.	poods.	poods.	poods.	poods.	poods.	poods.	chet.	pieces.	pieces.	pieces.
LEITH.	1789	19	37814	27928	—	2049	10347	—	—	417	40616	7573	258	569	233	38859
	1790	35	59978	49405	—	—	25173	—	—	521	83786	22514	574	312	376	89109
	1791	20	49311	44821	156	—	25543	120	—	423	47478	3390	—	345	300	46158
	1792	24	44561	45162	—	—	22200	768	—	804	56364	4142	—	1257	1684	95189
	1793	22	45168	24778	—	—	21118	36	—	494	45970	920	—	1342	1561	80847
	1794	22	41086	44433	—	—	35969	1421	500	295	55837	7913	—	—	—	40874
	1795	28	44932	25362	1581	—	35729	1609	—	726	57098	5022	93	860	601	55568
	1796	34	34992	34801	1044	201	37769	424	—	756	86558	15628	471	1081	1342	79767
	1797	24	25166	15936	—	—	12337	1126	1481	385	85219	8798	12	414	745	81053
	1798	31	72573	41505	187	171	37961	5416	140	377	96819	27961	—	998	1036	91531
	1799	28	68353	39472	16518	1417	32199	601	—	483	162327	32710	—	2970	2765	12496
	1800	14	27747	8199	3073	868	18099	—	—	423	91107	6742	—	294	322	13998
	1801	22	21883	28981	3211	1143	26348	1332	1670	626	62032	5760	—	720	132	38097
	1802	21	32171	36489	1416	820	15650	1269	1585	544	127081	20439	—	1026	703	27772
	1803	26	29605	38645	1216	854	10838	1057	137	662	139793	9463	150	92	332	34534
	1804	10	6051	11396	2341	2373	28828	393	—	456	125778	4722	500	203	514	2315
DUNDEE.	1789	11	15012	4462	281	—	50884	—	122	10	—	413	—	—	—	—
	1790	19	5655	7039	—	—	82486	264	—	—	1286	2434	—	56	10	—
	1791	18	27262	6753	632	—	86031	—	—	—	616	308	—	30	23	—
	1792	10	7188	9415	—	—	32253	—	—	—	129	778	—	—	—	11824
	1793	15	12394	6080	—	—	60578	21	—	—	5569	82	—	32	10	1051
	1794	40	36004	10607	2272	—	130103	2972	—	1	1015	83	—	50	30	9260
	1795	17	17955	1407	463	—	62819	675	—	—	3110	—	—	30	100	786
	1796	25	19451	4575	—	622	94633	1758	—	—	1062	—	—	2	—	8443
	1797	11	6248	2693	947	41	49878	817	—	—	—	221	—	100	200	—
	1798	28	7525	8580	742	452	112118	362	648	—	2734	1134	—	—	—	193
	1799	34	23833	6864	3593	1079	111978	21205	—	—	4712	1528	—	272	430	—
	1800	23	6300	1563	2981	5513	60354	7190	2614	—	7218	2517	499	—	—	—
	1801	11	2520	—	1246	3852	31842	8897	12899	—	3995	627	—	—	—	—
	1802	10	6111	12894	2686	32798	27644	4071	7995	—	2806	328	—	300	—	1861
	1803	22	—	18800	2049	28932	35232	3525	—	54	5456	3241	900	305	108	689
	1804	25	—	3918	3875	24747	91456	4101	—	—	11202	2686	—	340	560	—
GRANGEMOUTH.	1789	2	6352	—	—	—	—	—	—	—	1745	—	—	50	100	20376
	1790	6	7308	2902	—	450	958	—	—	102	7265	3084	—	216	224	20804
	1791	7	25418	3175	—	—	—	—	—	—	3606	—	—	—	105	166629
	1792	12	26065	6184	—	—	8	—	—	—	9031	—	—	1034	383	22593
	1793	6	5985	2527	—	—	1966	—	—	—	—	22	—	170	60	63826
	1794	7	12045	4145	—	1092	—	—	—	117	8978	1727	—	997	775	46952
	1795	14	28913	6310	549	—	4959	300	—	462	9962	1902	—	991	986	177764
	1796	21	30598	10984	2227	577	1810	—	—	485	11693	4842	—	2526	2301	187609
	1797	15	23243	11934	1219	—	3976	—	—	142	12221	1889	—	1603	761	127632
	1798	23	45628	18031	1232	479	8566	33	—	540	16557	3271	—	1247	1091	90391
	1799	10	22152	23124	5304	1254	13702	1461	—	914	18474	3756	—	2298	1677	7334
	1800	9	19278	8013	1471	206	5204	154	—	558	14591	1825	—	1179	305	44672
	1801	17	20848	4263	2754	618	3285	311	—	494	16787	1978	—	2722	550	107764
	1802	13	31689	10282	1873	821	—	—	—	778	32442	2824	—	3224	1634	87834
	1803	19	33112	21621	706	545	714	23	—	709	22206	757	—	816	650	90078
	1804	9	9885	13175	1089	472	1072	163	—	728	27368	1290	—	680	710	17131

IRELAND.

Dublin, Newry, Belfast, Londonderry, Sligo, Limerick, Cork, and Waterford.	1789	27	163473	48977	331	——	18299	——	——	689	6515	426	——	——	——	18286
	1790	30	189395	53217	——	——	16500	——	——	733	1994	——	——	——	——	28112
	1791	37	252660	65400	2411	2973	30318	——	——	884	1924	25	——	——	——	47714
	1792	39	245704	77790	——	643	28564	768	——	423	2554	496	40	16	1	45633
	1793	23	138524	45381	——	——	19088	18	——	649	3139	——	——	——	——	46532
	1794	52	295576	93066	53	87	44643	——	——	1285	16123	——	——	——	——	69633
	1795	28	133021	42997	1119	——	31706	——	——	448	21821	1243	300	——	20	32760
	1796	39	220451	64218	4608	2965	39017	390	216	1430	24089	4115	663	——	——	105544
	1797	4	21270	9479	2210	597	3565	——	138	247	3172	1545	——	——	——	1433
	1798	19	110794	34918	5346	630	8841	88	——	138	15966	1066	261	2	2	17874
	1799	24	113821	46283	——	——	——	——	——	——	——	1388	——	——	——	——
	1800	19	85431	34101	13829	2129	20074	1165	76	846	35911	1388	——	10	——	11477
	1801	8	33153	5691	5184	1682	9299	244	——	622	10946	337	——	——	——	20681
	1802	24	101618	35771	8779	8036	11319	——	120	1316	59157	1316	17	24	——	36851
	1803	32	125693	68311	15592	5273	4777	——	177	2012	88047	3299	——	6	——	26014
	1804	18	41160	17933	12842	1998	7728	106	547	278	65895	3182	550	2	——	3583

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rsburg, 1804.

No. of Ships	Sail-cloth.	Broad Diaper	Narrow Diaper.	Broad Linen.	Narrow Linen.	Crash.	Tongues.	Matts.	Deals.	Lath-wood.	Linseed.	Wheat.
	pieces.	arshs.	arshs.	arshs.	arshs.	arshs.	pairs.	pieces.	pieces.	pieces.	chetws.	chetws.
18	—	46489	152045	970	71350	880445	4780	300	17447	15001	23204	1562
—	—	—	—	—	—	—	—	—	—	—	—	—
2	—	—	—	—	—	—	—	—	—	—	—	—
11	10	—	555	—	—	74385	50	—	60712	5225	4366	—
—	—	—	—	—	—	—	—	430	9788	—	—	1800
—	—	847	—	868	—	—	500	—	4215	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	2018	2150	600	—
—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	2632	—	6835	—
—	—	—	—	—	—	—	—	400	—	—	—	—
—	—	—	—	—	—	—	—	—	1027	—	—	—
—	—	—	—	—	—	—	—	160	—	—	—	—
—	—	—	—	—	47	—	—	180	—	—	—	—
—	—	—	—	—	—	—	50	—	—	—	—	—
—	30	—	—	—	—	500	—	—	—	—	—	—
—	—	—	—	—	—	—	—	200	1541	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	66	200	—	—
—	—	—	—	—	—	6320	—	—	—	—	—	—
—	—	—	—	—	—	—	—	150	—	—	883	—
—	—	—	—	—	—	—	—	—	1542	—	—	—
—	—	—	—	—	—	—	—	—	2053	200	—	—
25	—	—	—	—	—	—	—	—	—	—	—	—
19	—	—	—	—	—	—	822	—	—	—	—	—
2	—	2873	1450	—	—	5250	4257	500	2315	3450	500	—
5	—	—	1426	—	—	—	51	—	17131	1225	—	—
4	—	—	—	—	—	—	—	—	—	—	—	—
2	—	—	—	—	—	—	—	—	—	—	—	—
1	—	—	—	—	—	—	—	—	111	—	—	—
1	—	—	—	—	—	—	—	—	—	—	—	—
2	—	—	—	—	—	—	—	—	—	—	—	—
3	—	—	—	—	—	—	—	300	—	200	—	—
3	—	—	—	—	—	—	—	—	325	—	—	—
2	—	—	—	—	—	—	—	3400	—	—	—	—
2	—	—	—	—	—	—	—	—	163	—	—	—
1	—	—	—	—	—	—	—	1200	642	—	—	—
1	—	—	—	—	—	—	—	—	2157	350	—	—
2	—	—	—	—	—	—	—	200	266	—	—	—
2	200	—	—	—	—	—	—	—	—	—	—	—
1	30	—	—	—	—	—	—	150	1749	—	—	—
1	25	—	—	—	—	1000	600	—	3458	—	—	—
1	20	—	—	—	—	—	—	—	1001	—	—	—
1	—	—	—	—	—	—	—	—	—	—	—	108
12	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—
385												
65	15	50209	155476	1838	71397	967900	11110	7570	132359	28001	36388	3470
331	90	83686	10546	949	—	3298	572	1000	—	—	—	—
—	10	43905	—	—	—	53005	766	29200	3772	—	18948	35450
761												
	15	177800	166022	2787	71397	1024203	12448	37770	136131	28001	55336	38920

allast, and one with sundry Goods.

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	Tallow Candles.	Goat Hair.	Fustick	Junk.	Table Cloths.	Indigo.	Fishing Rods	Cinnamon.	Soap.	Hams.	Tar.	Linseed Oil.	Hempseed.
	poods.	poods.	poods.	poods.	pieces.	poods.	pieces.	poods.	poods.	poods.	poods.	poods.	chetw.
	—	—	—	—	15	107	300	14	—	—	—	—	—
	173	29	—	—	—	—	—	—	—	—	—	—	—
London	—	—	—	—	—	—	—	—	—	—	—	—	—
Hull	58	—	—	—	—	—	—	—	—	—	—	—	—
Liverpool	—	—	—	—	—	—	—	—	—	—	—	—	—
Portsmou	—	—	—	—	—	—	—	—	—	—	—	—	—
Exeter	—	—	—	—	—	—	—	—	—	—	—	—	—
Whitby	—	—	484	—	—	—	—	—	3	—	—	—	—
Dundee	—	—	—	140	—	—	—	—	—	—	—	—	—
Leith	4	—	—	—	—	—	—	—	—	—	—	—	—
Grangem	—	—	—	—	—	—	—	—	—	—	—	—	—
Dublin	—	—	—	—	—	—	—	—	—	—	—	—	—
Londond	—	—	—	—	—	—	—	—	—	—	—	121	—
Belfast	—	—	—	—	—	—	—	—	—	—	—	—	—
Limerick	695	—	—	—	—	—	—	—	670	39	483	—	20
Lisbon	217	—	—	—	—	—	—	—	—	—	—	—	—
Guernse	—	—	—	—	—	—	—	—	—	—	—	—	—
Gibralta	—	—	—	—	—	—	—	—	—	—	—	—	—
Tenerife													
Stettin	1147	29	484	140	15	107	300	14	673	39	483	121	20
	819	—	—	—	—	—	—	—	—	—	—	—	—
British America	50944	—	—	—	57	101	—	31	12337	51	8790	3694	32
Other N	52410	29	484	140	72	208	300	45	13010	91	9273	3815	52

By t
1415
27
796
375
159336
66
19746

1500. Cat Skins
48 Martin Skins.
1 Ditto Muff
11 Sable Muffs
26 Ditto Tippets
7 Ditto Skins
1180 Ermine do.
2 Ditto Sacks

300 Swan Skins
1042 Mountain Fox Skins
15 Ditto Ditto Tails
7 Hare Sacks
42 Squirrel Ditto
150000 Ditto Tails
11 Calmook-Tooloops
12 Lamb Ditto

1536 Paper Hangings
620 Pieces Napkins
12331 Arsh. Bleached Linen
12867 — Striped and Printed ditto.
30 Pairs Warm Shoes
1000 Bottles French Wine.

No. of Ships.	Broad Diaper.	Narrow Diaper.	Broad Linen.	Crash.	Tongues.	Caviar.	Matts.	Calf Skins.	Horse Manes.	Tallow Candles.	Hare Skins.
	arshs.	arshs.	arshs.	arshs.	pairs.	poods.	pieces.	skins.	pieces.	poods.	skins.
	6483	—	—	758	196	2	—	—	—	—	—
	3000	—	—	—	328	—	—	500	—	3	—
14	11855	6673	—	1500	—	—	—	—	5	316	—
14	4642	1373	949	1040	—	—	1000	—	—	—	—
11	—	—	—	—	12	—	—	600	—	—	—
4	5750	—	—	—	—	—	—	—	—	—	—
4	—	—	—	—	—	—	—	—	—	—	—
4	30956	2500	—	—	—	—	—	—	—	—	—
3	1000	—	—	—	—	—	—	—	—	—	—
3	—	—	—	—	—	—	—	—	—	—	—
2	—	—	—	—	—	—	—	—	—	—	—
1	—	—	—	—	36	—	—	—	—	—	—
1	—	—	—	—	—	—	—	—	—	—	—
1	—	—	—	—	—	—	—	—	—	—	—
1	—	—	—	—	—	—	—	—	—	—	48044
1											
1	83686	10546	949	3298	572	2	1000	1100	5	319	48044
65											

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State of the Exports from Petersburg to France by the Custom-house Books at Petersburg from 1772 *to* 1805.

Articles.		YEARS, 1772	1773	1782	1783	1784	1785	1786	1787	1788	1789	1790	1791	1792	1793	1802	1803
SHIPS -	—	46	80	81	15	30	39	26	19	66	61	55	70	37		1	13
Iron in bars	pds.	102330	121865	137496	17515	75591	48950	59485	11571	96383	86959	92946	99070	43758	—	—	9700
Hemp, clean	do	147994	211208	285891	24789	57593	89494	90695	60697	252643	81257	164337	261269	114208	—	—	48288
outshot	do	24881	86411	130665	29225	38867	73931	15625	5323	75268	84583	26040	32112	31694	—	—	2032
half-clean	do	19652	56256	103865	8829	42323	28621	5702	17003	70076	87196	29727	42212	40569	—	—	—
Flax, 12-head	do	677	2664	641	1114	297	14100	1911	111	38	499	44	75	130	—	—	—
9&6-hd.	do	1014	1607	376	—	—	69	7116	60	—	1749	—	—	35	—	—	—
Isinglass -	do	14	12	—	128	157	10	67	—	306	197	60	120	174	—	—	9
Bristles - -	do	1242	760	405	1309	536	779	—	1014	—	194	445	4553	1215	—	—	570
Wax - - -	do	422	1229	420	327	303	270	815	1262	—	870	—	—	—	—	—	—
Tallow - -	do	15767	21152	16749	34778	16456	43330	48712	24536	51719	30463	20148	44133	1510	—	—	—
Flems - -	pcs.	—	68	—	10	6	11	—	150	1394	608	7	642	—	—	—	—
Ravenducks	do	4150	147	617	28	170	120	160	203	351	316	644	1523	108	—	—	—
Sail cloth -	do	1495	1890	2149	1143	2184	1184	1820	1364	1838	2424	6191	3500	31	—	—	—
Deals - -	doz.	1906	3237	8505	3264	1293	8260	11828	13744	—	7948	10865	13433	6414	—	—	375
Hare skins -	pcs.	16550	103985	1099	100	27790	52680	6000	1940	48382	6075	2700	14360	9000	—	—	—
Pot ashes -	pds.	—	—	—	—	248	—	105	1236	1097	7412	1273	4323	663	—	—	27774
Wheat - -	chet.	4456	12127	1180	1000	—	—	—	—	—	—	3360	2853	—	—	—	—
Hemp codille	pds.	4197	3172	13115	3003	5877	—	1119	—	3172	—	12945	—	2776	—	—	—
Cordage - -	do	1111	717	3723	937	4691	2262	343	1186	2158	4009	885	10310	900	—	—	—
Horse hair -	do	2175	2472	5554	315	1415	2744	4837	24283	2054	2499	2229	527	—	—	—	—
Hempseed oil	do	9473	25375	—	—	5395	—	—	530	—	9822	708	4697	—	—	—	—
Linseed oil -	do	992															
Mats - -	pcs.	—	5000	—	1050	2300	10800	—	3000	3220	5850	15460	18080	5010	All French manufactures and produce prohibited, and all intercourse with that country, by Ukase, March 1793.	—	500
Horse tails -	do	—	—	—	29442	25326	39870	67803	6792	34300	45855	—	168	—		—	—

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Principal Exports from Petersburg to America only, from its Independence to 1805.

Denomination of Goods.		YEARS,																					
		1783	1784	1785	1786	1787	1788	1789	1790	1791	1792	1793	1794	1795	1796	1797	1798	1799	1800	1801	1802	1803	1804
	SHIPS	2	1	7	10	11	10	17	22	20	24	30	43	42	59	26	39	62	23	61	65	84	65
Iron	pds.	6615	6612	38618	31858	10833	17054	24981	78160	48136	132380	177826	256635	206039	296691	112260	142654	239885	112568	269709	309425	413822	278264
Nail rod iron .	do	——	——	——	2322	1260	846	1259	2526	2621	1132	1071	694	504	6405	560	1259	126	314	426	21	——	——
Hoop iron . .	do	——	——	15		61	378	411		757	1830	3576	1959	1284	2019	1002	631	503	1260	427	——	253	——
Hemp, clean .	do	7784	8113	21332	52981	44190	41063	60860	137232	78935	112430	160276	249625	137633	182487	90424	172244	241826	16314	169995	205386	315452	187495
—— outshot .	do	159	668	——	2964	9742	6520	——	1861	——	——	——	——	——	1870	——	——	15181	18862	51709	33791	45976	87694
—— half-clean	do	——	——	——	——	6024	775	——	1008	——	——	——	——	——	3808	——	——	——	——	1702	2466	639	3340
Flax, 12-head .	do	——	1044	8	167	410	103	——	1071	——	2909	634	4448	842	1660	——	206	——	——	889	——	303	3244
Feathers . . .	do	——	215	——	——	58	——	——	——	——	——	——	194	692	2164	621	168	278	178	2263	2119	1484	419
Bristles . . .	do	——	——	——	——	3	——	——	——	——	145	292	250	173	226	107	474	455	612	1639	1535	1487	1569
Cordage . . .	do	9614	1761	17168	1626	11705	2122	4550	1803	578	212	2180	4986	22404	28603	13120	11059	22309	17549	49606	23074	12415	18618
Tallow . . .	do	——	——	——	——	2423	——	——	——	——	1700	140	7447	33615	16821	2396	479	2937	6104	7583	464	416	1828
Tallow candles .	do	568	127	3091	211	63	19	——	——	——	——	——	2747	10518	5094	194	1192	1433	1651	4532	1490	172	319
Linseed oil . .	do	——	——	130	64	——	——	——	——	——	——	——	——	——	1390	3602	——	19	247	2002	1579	313	——
Ravenducks . .	pcs.	570	——	312	1464	2769	1752	1635	2463	3354	5993	5062	14143	10768	10225	7853	14238	19952	9013	33820	10365	10651	23044
Flems	do	437	——	2709	601	1688	1877	565	856	533	2711	5844	11455	6682	5743	10785	18702	20979	14774	34224	7717	13161	19648
Sail cloth . . .	do	500	370	4074	6850	9164	7771	11667	9804	5184	15577	13391	25787	11828	9328	7926	35340	22057	6624	32997	10977	32653	32190
Drillings . . .	do	4248	——	12510	90	372	4884	150	5	——	260	760	606	780	118	120	100	60	30	860	2150	1051	1090
Broad diaper .	arsh.	26110	19597	2080	7112	——	2755	1876	2468	16376	35104	5398	9920	68139	78714	20777	26539	88080	53416	98665	92669	239365	85686
Narrow ditto .	do	1194	——	——	1000	——	7580	90	1429	800	4077	7889	1325	82290	45805	23683	3752	14093	22668	70178	39824	79278	10546
Broad linen . .	do	2953	481	——	——	——		250	1024	——	——	——	——	1200	——	——	686	6443	4508	2064	11300	28395	949
Narrow ditto .	do	13073	——	——	1600	——	880	——	211	——	1300	——	100	1110	100	——	194	5499	10495	1100	25265	7400	——
Printed ditto .	do	——	——	——	1224	——	174	2000	1340	——	90	200	120	450	387	——	400	1200	——	——	——	113600	——
Crash	do	30680	4645	——	——	——	——	——	355	——	——	3020	5525	71500	27000	7100	12055	35912	——	51000	146350	——	3298
Ticken . . .	pcs.	——	——	——	——	——	——	——	——	——	——	900	——	4735	1202	38	——	136	43	37	——	——	——
Table cloths . .	do	——	——	——	——	——	——	——	——	——	——	——	——	——	——	60	121	282	14	157	95	13	——
Napkins . . .	do	——	——	——	——	——	108	——	——	——	——	——	——	——	——	261	227	126	——	591	96	26	——
Leather . . .	pds.	——	——	14	——	——	——	——	——	——	——	——	——	3030	11155	5500	186	332	1100	2730	1600	320	——
Calf leather . .	do	——	——	——	——	——	——	——	——	——	——	——	——	——	——	——	2700	2472	——	——	——	——	1100
Horse hair . .	pcs.	——	——	——	——	138	——	——	——	——	——	——	——	——	355	39	1077	108	60	136	495	71	5
Horse skins . .	do	——	——	——	——	——	——	——	——	——	——	——	——	1206	30	——	45	3558	110	——	12000	870	84044
Squirrel Skins .	do	——	——	48	——	——	——	——	——	——	——	——	569	660	111	——	472	189	2050	2101	20	——	——
Hempseed oil .	pds.	——	——	——	——	243	——	——	——	——	——	——	——	——	——	——	——	9	——	——	656	245	——
Soap	do	——	——	——	——	——	——	——	——	——	——	——	——	4487	3661	——	263	762	49	23	30	18	——
Oil	do	——	——	——	——	315	——	——	——	——	——	——	459	——	——	——	——	——	——	——	——	——	——
Glue	do	——	——	——	——	——	——	——	——	——	——	——	——	——	——	——	——	——	567	829	413	56	——

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State of the Principal Articles of Exportation from Petersburg, in the Year 1804, to different Countries.

Number of Ships.	For	Iron.	Hemp. 1st sort.	Hemp. 2nd.	Hemp. 3d.	Flax. 12head	Flax. 9 do.	Flax. 6do.	Cordage.	Tallow.	Tallow Candle	Soap.	Wax	Hemp Oil.	Linse'd Oil.	Red Leath'r	Potashes.	Isinglass.	Tar.	Caviar.	Bristles
		Poods.	Poods.	Poods.	Poods.	Poods.	Poods.	Pds.	Poods.	Poods.	Poods.	Poods.	Pds.	Poods.	Poods.	Poods.	Poods.	Poods.	Pds.	Pds.	Poods.
68	Prussia	2050	7397	7666	5293	604	17	—	—	225248	3308	568	70	49738	308	48008	30225	145	—	87	107
54	Lubeck	1470	15948	3798	78635	146	1875	—	719	44814	32971	9845	1640	55264	478	13745	22415	886	7582	21	4806
43	Denmark	16254	15813	47654	5872	1909	1246	—	20845	1132	4082	807	6	25826	136	108	5340	—	—	4	100
39	Sweden	—	17201	26021	3324	1888	925	151	465	25883	2267	361	5	16139	561	216	2475	3	—	28	50
29	France	32837	55495	7691	10009	—	22	—	—	1419	712	10	189	—	—	—	—	23	—	6	874
26	Amsterdam	8588	2270	2651	2328	—	210	—	—	50338	2488	34	300	—	—	—	19775	47	—	4	3487
24	Spain	16396	13775	15853	13283	4521	17842	53	496	442	191	—	1800	—	—	26	—	—	—	—	7
22	Portugal	6940	9930	6122	2692	985	20844	101	14312	705	2086	365	94	2004	2411	302	—	51	1203	6	125
14	Rostoc	—	784	3065	6823	2284	—	—	—	5937	2809	327	10	10365	—	115	3014	—	—	3	29
4	Italy	18803	2	—	—	—	4591	—	—	—	2	—	109	—	—	4973	—	—	—	292	3
2	Sound	—	—	—	—	—	—	—	2748	—	—	—	—	—	—	—	205	—	—	—	—
2	Bremen	—	326	—	732	—	—	—	—	2175	22	—	—	—	—	10	4070	—	—	—	—
1	Philadelphia	3150	5110	2108	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
3	other pts & Elsi.	—	—	—	—	—	—	—	103	—	6	—	—	—	—	—	—	—	—	—	—
331	Several Nations	106288	184051	122629	128991	47572	5791	305	39688	398093	50944	12337	6323	159336	3694	67503	158291	1155	8790	451	9588
385	English Ships	375838	1093055	134026	217348	270452	18621	36	38885	1528022	1147	673	4208	—	121	4327	21091	5746	483	50	26756
65	American	278264	187495	87694	3340	3244	15	—	13618	1828	319	—	—	—	—	—	—	104	—	2	1569
781	Total	760390	1463601	344349	349679	321268	24427	341	92191	1927943	52410	13010	8431	159336	3815	71830	179382	7005	9273	503	37913

Table continued.

For	Sail-cloth.	Raven-ducks.	Flems.	Calam-anco.	Table Cloths.	Nap-kins.	Ditto Cloth.	White ditto.	Print'd ditto.	Sack Cloths.	Wheat.	Linse'd
	Pieces.	Pieces.	Pieces.	Pieces.	Pieces.	Pieces.	Arshines.	Arshns	Arshns	Arshines.	Chetwt	Chetwt
Prussia	2917	996	5	1202	—	—	—	—	—	200	—	1280
Lubeck	2189	1841	2323	30	—	—	—	200	—	2525	2940	—
Denmark	8996	5941	1827	28	—	—	8080	10475	1200	39875	—	783
Sweden	778	301	96	—	—	—	330	—	—	200	898	1
France	130	28	16	—	—	—	375	—	—	—	—	600
Amsterdam	205	100	1	201	13	230	19710	250	—	200	—	16284
Spain	1414	516	467	—	8	108	670	300	50	350	19415	—
Portugal	3386	3012	693	606	36	282	565	1106	11617	9180	10113	—
Rostoc	146	20	—	—	—	—	—	—	—	—	884	—
Italy	—	—	—	—	—	—	—	—	—	—	—	—
Sound	—	—	—	—	—	—	—	—	—	—	1200	—
Bremen	339	5	—	20	—	—	—	—	—	—	—	—
Philadelphia	200	500	420	—	—	—	14175	—	—	475	—	—
Elsineur	10	5	5	—	—	—	—	—	—	—	—	—
Sum	20710	13265	5853	2087	57	620	43905	12331	12867	53005	35450	18948
English Ships	415	89664	21877	6532	15	—	205685	73235	—	967900	3470	36388
American	32190	23044	19648	1090	—	—	94252	949	—	3298	—	—
Total	53315	126173	47378	9709	72	620	343822	86515	12867	1024203	38920	55336

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List of Goods imported to Petersburg, in 1803.

		Weight, measure, & number.	Declared Value.
Allum	poods.	72092	174475
Amalgams	——	——	5050
Aloes	——	42	1260
Apples, pears, and plums, fresh	——	——	39245
Apothecary drugs	——	——	10000
Arsenic	——	446	2957
Almonds	——	9351	100086
Amber and mother of pearl	——	8	295
Beaver-skins	pieces.	19361	178190
Borax	poods.	322	7255
Butter	——	281	3201
Books printed	——	——	56922
Birds, living	——	——	4404
Coals	poods.	——	29635
Cocao	——	141	2302
Coffee	——	39369	555736
Cinnamon	——	420	19080
Capers	——	180	3918
Cardamums	——	56	1132
Cochineal	——	1443	345621
Cinnabar	——	382	12243
Chocolate	lbs.	820	896
Currants	poods.	2882	3016
Calamus	——	1494	11493
Cherries	——	333	1780
Clothes and linen	——	——	6680
Corks	——	3198	50959
do. wood	——	6457	11442
Canvas, smooth and coloured	Arsh.	20466	12680
Camel-hair	Pud.	103	8625
Cheese, Parmesan	——	665	11555
English and Dutch	——	13318	86985
Crucibles	——	18294	3750
Carpets	Qtadr. Arsh.	8033	16420
Cotton cloths	doz.	4019	45770
Linen	——	434	3890
Muslin	——	490	5241
Silk	——	129	8420
Raw	——	7184	97181
Spun, white	——	16782	646382
coloured	——	1422	72910
goods, with and without silk	Arsh.	87747	80987
Velvets, narrow	——	163822	90445
broad	——	10975	10020
Thickset and plush	——	46622	28945
Fustian	——	945	325
Calico, and 1—2 do. breadth	——	234449	143784
broad	——	11475	12505
Cotton cloth	——	18813	11170
do.	——	2098	4993
do.	——	1800492	689282
Muslin, plain	——	47664	41415
Colours, blue	poods.	161	5537
Carmine	——	29	1436
Various	——	688	5903
Red	——	772	1410
Oker	——	1147	1466
Light yellow and sea-green	——	334	3220
White	——	654	3180
Yellow	——	218	1300
Elixir	——	——	912
Earth and clay	——	——	1415
Enamel	——	23	385
Feathers, as Ostrich	——	——	——
Plumes	——	——	1800
Quills	piec.	29425	863
Figs	poods.	2885	9570
Files	——	4852	79693
Fish, Swedish and Norway salt-herrings	Bar.	14294	111633
Dutch and English do.	——	459	12295
Anchovies and sardels	poods.	205	3132
All other fish	——	——	3075
Flints	——	275	2286
Frankincense	——	1877	48742
Gilly-flowers	——	1122	55694
Gall-apples	——	187	2233
Glass goods, all kinds	——	——	20800
Gold and silver in ducats	——	59998	308710
Albertsthaler in Silver	——	323820	527200
Gold in bars	——	86—13lb.	92609
Silver do	——	16130	177600
Gum Senegal and Arabic	——	780	13280
Gum, all kinds	——	112	6050
Ginger	——	2487	12417
Gloves, silken and woollen	doz.	348	2575
Goods unnamed	poods.	——	117180
Goods for the imperial cabinet	——	——	3729
Horses	pieces.	147	149700
Hops	poods.	232	2800
Hangings, all kinds of paper		2382	10822
Iron wire	——	1842	9315
Ivory and tortoise-shell	——	275	48505
Indigo	——	6591	829281
Instruments, mathematical	pieces.	——	85546
musical	——	——	22893
harpsichords and piano-fortes	——	176	29005
Lead	poods.	107257	358185
Shot and ball	——	667	2400
Ore and red lead	——	3978	12095
white	——	4395	26122
Living animals	heads	——	1115
Lemons and oranges, fresh		——	15091
dry do.		3971	21083
salt	pipes.	38	1650
juice	ank.	2593	11673
Linen, all kinds	arsh.	12460	18367
Table-cloths and napkins	——	——	1588
Letters for printing	——	——	3155
Meat, smoked and salt, and sausages, and tongues	poods.	456	611
Madders	——	27187	256374
Marble, wrought and unwrought	——	——	1535
Material goods	——	——	900
Mustard	——	1718	25328
Nutmeg blossoms	——	18	6386
nuts	——	62	10147
Needles, pin, and tambour	——	11576920	10680
Nails, iron	——	47	1487
brass	——	52	1918
gilt	——	3	2870
Notes and note-paper	——	——	6098
Nuts, all kinds	——	——	4000
Oil, perfumed	——	87	9022
Oil, sweet	——	38969	369317

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		Weight, measure, &number.	Declared Value.
Olives	poods.	235	3406
Orleans and safflower	——	1118	22680
Otter-skins	pieces.	5518	59110
Oysters, fresh and salt	——	——	8865
Precious stones	——	——	10000
Pictures, all kinds	——	——	24174
Plates	plates.	1134670	119183
copper	——	——	16540
Paper, as common	reams	5350	29381
post	——	3142	20900
card	——	2068	18138
imperial royal	——	608	4520
blotting, do.	——	35	168
in quires	——	——	2431
Pasteboard	pieces.	5336	989
Pearls	poods.	——	24900
Pearl barley	——	6190	22463
Pepper	——	8886	111127
Plumbs	——	50965	171947
Pimento	——	228	5062
Porcelain, all kinds	——	——	23000
Quicksilver	——	800	27174
Rice	——	15030	57268
Resin	——	7324	25190
Ribbons, silk or velvet	arsh.	393	347
Razors and Knives	doz.	1825	5135
		269	383
Saccharum Saturni	poods.	2808	46197
Saffron	——	11	5865
Sago	——	159	919
Sail-cloth	——	2200	20
Salamoniac	——	1775	29445
Shoemakers awls	pieces.	15000	815
Sulphur	poods.	2726	40?0
Silk	——	1317	523841
Silk goods, as velvet	arsh.	5006	13000
atlas	——	1545	3340
taffety	——	38560	30723
crape	——	4325	3010
different kinds of do.	——	1100	3500
do. mixt with camel hair and cotton	——	980	1600
Soap, Venetian and Greek	poods.	720	8130
Scythes	pieces.	129918	51602
Sealing-wax	pounds.	345	585
Soda	bottles.	715	936
Spelter	poods.	18495	87725
Steel	——	2932	13179
Statutes of alabaster, parget, and marble	——	——	13080
Stones, as pebbles and whetstones, &c.	——	——	4093
Stockings, silk	doz.	325	12974
woollen, &c.	——	5465	42694
Linen thread and other	——	2091	20987
Sugar, refined	poods.	239294	2931160
melasses	——	126675	1148870
lump	——	49358	377434
candied	——	1580	21710
Sugar, raw	poods.	28410	236326
syrup	——	16	1156
Spirits, French Brandy	ankers.	3091	81848
Italian	doz.	278	2650
Arrack and rum	ankers.	3182	62725
Sweet brandy and liquor	——	234	10410
Turpentine and oil	poods.	2815	15487
Thermometers and barometers	pieces.	160	1630
Tobacco, canaster	lbs.	28	42
Virginia	poods.	698	17692
in rolls	——	1268	17140
rappee, all kinds	——	110	2198
Turkish	——	648	9241
pipes	pieces.	103612	2186
Tartar	poods.	3390	14525
Tiles and chimney pots	pieces.	163000	5685
Tin	poods.	16482	189428
Verdigrease	——	268	6509
Vanille	——	7	3085
Vitriol	——	379	2804
oil	——	3227	34788
Violet roots	——	574	2480
Watches, table, and clocks	pieces.	134	11470
wooden, do.	——	2165	3800
Water, mineral	poods.	——	15762
sweet-scented	bottles.	6435	19339
Wines, Hungary, &c.	——	——	272
Champagne	——	96707	137850
Burgundy	——	8767	10551
French	hhd.	10473	650248
Portuguese	——	2705	271355
Spanish	——	5111	294985
Rhenish and Moselle	——	688	89236
Grecian	——	206	11380
Capillaire	bottles.	427	640
Wine and cider vinegar	hhd.	1696	25365
Wound spirit, and balsam	bottles.	289	610
Wool, coloured and uncoloured	——	652	20223
Woollen goods, as Eltamine	arsh.	22915	7800
Baraquan	——	2366	1000
Drugget, &c.	——	29376	10700
Calamanco 4-4	do.	194166	55820
Camelot and 1-2	do.	54102	26139
Flannel, &c.	——	31266	14810
Camel hair do.	——	21879	20970
Everlastings	——	1576	1755
Shalloon	——	152611	75600
Bombazeens	——	4100	2490
Kerseymeres	——	156275	315726
Serge stripe & camel hair, with yarn & cotton threads	——	7686	11215
all sorts	——	662102	496928
Cloth, broad	——	655498	2552666
small	——	1054410	1549407
bordered	——	120250	2500
Walking sticks	doz.	1382	1497
			21838962

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Account of Goods Imported and Exported by the undermentioned Merchants, at St. Petersburg, in 1804.

	Imported.	Exported.		Imported.	Exported.
	Rubles.	Rubles.		Rubles.	Rubles.
Agars, Edmund	79883	115474	Dahler, Christian	139191	46133
Alexandre, Franz	5570	——	Dahler, Gebrüder & Comp.	30972	——
Alexejew, Semen	90000	——	Danckwertz, G. Lud.	2150	——
Amburger, Fr. Wilh. & Comp.	114072	373679	Dannenberg, Carf	46260	6200
Amburger & Sohn	26985	193423	Daser, Johann	19753	——
Anderson & Moberly	495961	581510	Defarge & Sons & Comp.	17240	——
Anfilatow, Xenofont	80245	198801	Dermutier, Pierre	2840	——
Annota, Joseph Fidele	17699	——	Deutschmann, Peter Christ.	3985	120
Arnot & Thornton	63264	228903	Dinnies & Prehn	47505	128083
Arhusen, Adolph	——	51707	Doboli, Iwan	38333	12040
Arhusen & Sons	108139	142277	Duchanin, Andre	16 822	1695
Babuschkin, Nicolai	21400	1651	Eisermann, J. M. Widw.	8865	730
Bach, Schonberg & Comp.	493241	312091	Engbertz, Jan.	3735	577
Bacheracht & Sons	24085	22750	Essen, vom, Christian	199360	385788
Bagge & van Eyssel	230589	142676	Faveryear, Henry	21125	——
Baird, Charles	3900	115	Fields & Comp.	5400	5259
Bang & Comp.	112881	145426	Fiers, Salomon	46256	200
Bardewieck & Comp.	33885	29013	Filipbow, Iwan	55856	22532
Barnes, John Samuel	275917	407209	Flury & Comp.	5770	1227
Barwick, William	761093	571429	Forrester, Robert & Comp.	12679	16236
Becker, Caspar	7070	——	Forsyth & Comp.	27993	248391
Becker, Gustav	——	17474	Gans, Andreas	14010	6495
Baer, Gustav	90000	——	Garner Franz	——	1032
Belenkin, Osip	66674	——	Geddez, Gavin	10885	——
Bergien & Comp.	54311	1120	Gillmor, Peter	7065	49025
Bilibin, Jacow	——	48020	Glen William & Comp.	263365	839643
Birch, George	48932	99748	Gluchow Martin & Sohn	79265	214926
Blandow & Comp.	51704	283889	Gluschkow, Alexei	——	57008
Blandow, J. J.	——	64746	Gordon & Clarck	65145	38329
Blessig, P. J.	150707	238070	Gotom, Jekim	——	21777
Bocks H. C. Widw. & Son	254184	46544	Gratschew, Brothers	307706	——
Böhtlingk & Comp.	593090	426330	Grootten, J. P. & F.	33980	32874
Boissonet, F. & Jean Bapt.	81452	3905	Gubin, Michaila	99134	——
Bond & Littledale	31038	212940	Günther, Joh. Vinc.	13355	276
Borodin, Wassili	4200	——	Haeseler & Comp.	221344	121865
Brown, J. A.	3000	42024	Halliday, George	19560	40
Brown, Thomas	20110	97183	Halliday, John & Comp.	7325	105494
Bruun, J. J.	7959	10962	Hasselmann, G. W.	63646	43690
Busk, Brothers	387634	542561	Hawksford, Samuel	2404	——
Cantzler, J. H.	383722	104048	Hekker, Dirk	86704	102840
Carr & Comp.	5260	420420	Hesketh, R. & G. Parker	5675	1766
Carstens, Johannes	213700	61974	Heydemann, Carl Georg	35228	——
Cattley, Prescott & Comp.	42026	1537646	Higginbothom, John	246150	549231
Chambers, Anthony	24940	——	Hippius, John. & Comp.	81004	——
Chanschin, Osip.	26400	10080	Höppener, Thomas Friedrich	29296	——
Clausen, Luk.	48696	——	Hoy, Michael	308079	92727
Cleminius, G. H.	36710	1116	Hubbard, John. & Comp.	398437	329971
Cochran, John & Comp.	4316	20695	Hynam, William	5080	——
Colombi, Franz	299473	555051	Jackson, John	10410	——
Cörner, Heinrich	19715	2576	Jadimirowsky, Alexei	219227	2130
Cramer's, Smith & Comp.	39381	580358	Jagodnikow Sons	——	11000
Cramp, W. A.	116483	938293	Janzen, Lucas	3490	——

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	Imported.	Exported.
	Rubles.	Rubles.
Jencquel, Daniel	66883	35177
Jones, William & Comp.	92157	393688
Ireschnikow, Wassili	41900	——
Isenbeck, F. W.	9135	221134
Kipuro, George	27812	——
Kirjakow, Grigori	88049	——
Kitscats, Carl	9260	17140
Knauff, And.	9340	15897
Kock, J. F. & L. G. Harthin	20081	115388
Korobow, Jlja	95000	——
Krehmer, J. A.	93918	910016
Kümmel, F. W.	153175	209595
Kuritschanow, Garassim	1818	——
Kuszow, Iwan	73294	——
Labensky, J. G.	25637	3802
Lacoste, Jean	7790	4257
Lampe, G. A.	203593	17248
Leischke, Andreas	4092	45982
Lembke, Christ.	15756	12008
Lengaro, Jestafei	——	11505
Levanus, Peter	3650	25772
Limonows Widw. & Son	1658	——
Livio Brothers & Comp.	379199	811648
Lopes, Dionizio Pedro	167445	110250
Lorentzen, Andreas	——	17548
Mahs Brothers	14830	112479
Marsh, Joh. Ernst	67344	17325
Meese & Comp.	983	38687
Meybohm & Comp.	78198	2737
Meyer, J. L.	36602	37444
Michailow, Iwan	6000	——
Minden, van & Comp.	25063	218079
Mirépoix, Jean	1250	——
Miton, R. & le Nostre	99499	21868
Mitropolow, Alexandre	9000	——
Mittag, G.	43291	3350
Mollwo & Sohn	409200	24439
Mortzfeldt & Comp.	12200	57235
Musehl, Friedr. Albrecht	42580	1141
Nagel & de Villeneuve	66037	51301
Paris, Warre, Harvey & Comp.	976466	2246108
Paskow, Iwan	39800	——
Peetz, Peter	4350	——
Pflug, Gabriel	——	35565
Pickersgill, Thomas	40605	——
Pindar, Edw. & George	——	1077
Pischalnikow & Sohn	191420	——
Popow, Fedor	——	1850
Porter, Brown & Comp.	35240	520851
Prandstetter, Franz & Georg	114130	46016
Preysler, Gebrüder	22252	1488
Raikes, Timothy	40825	153041
Rall, A. F.	176432	——
Raimbert, Brothers, Nephen & C.	41956	23850
Ranking & Jackson	277525	132027
Ray, Joseph	22032	——
Redaelli, A. & Comp.	39290	6446
Reyes & Jordan	354844	32945
Ries, Franz	2920	——
Rogowiecow, Nikolai	1028	1028
Ross, Francis	10185	15288
Roversi & Gonçalves	68477	76542
Rowlett, J. & S.	4000	——
Ruda, Carl	9590	159
Saizow, Fedor	314287	——
Samarajew, Boris	98321	7422
Sasonow P. & Son, Wassili	20829	52511
Schnackenburg, J. V. L.	77680	3592
Schumacher & Comp.	217938	228724
Schweshnikow, Jakow	3890	——
Severin, J. A. Sons	467601	188102
Shairps & Comp.	330110	399729
Sharples, Stenhouse, & Comp.	115254	12089
Sharples, Thomas	——	124411
Sicard, P. J.	7311	——
Sievers, Bernhard	74138	119
Simonsen, Asmus	43821	118981
Sitnikow & Fazy	29279	——
Sitnikow, Semen	257083	——
Slinin, Jefim	176081	——
Sonworow, Alexei	——	40667
Steffens, J. C. M.	3775	324
Stieglitz & Comp.	161861	41085
Stillert, M.	72065	44002
Stuht, Joh. Heinr.	17492	3798
Tamm, Andreas	58170	2591
Tangate, Robert	10105	——
Teilen, Charles	4445	——
Thal, Christ. David	186232	15160
Thomson, Bonar & Comp.	933434	3612893
Thornton, Cayley, & Comp.	423848	932023
Thorntons, Bayley, & Comp.	329019	1668605
Tonge, Ashton	38041	4496
Tscherokow, Grigori, & Brothers	100750	——
Ustiow, Jegor	8633	——
Venning, William & John	33693	135940
Vernon & Comp.	28043	218182
Viazzoli & Comp.	122582	168434
Vliet, van der, Pieter	72487	73626
Wagnon, H. S. & Comp.	126138	48777
Weber, Leonhard, & Comp.	134759	21753
Wehrtmann, J. M. F.	601555	229572
Wendt, Lewis	138791	47246
Wenewzow, Wassili	45990	——
Werth, Joseph	45361	——
Whitaker, James	7146	2732
Wilke, Arhusen, & Comp.	89827	92198
Wilkins Kaleb	——	6108
Wittneben, Johann	2705	51549
Wright, Thomas	59150	26534
Wolf & Schlüsser	128963	252426
Wolodimerow, Iwan	87893	——
Zemsen, Philipp	44000	——
Zerewitinow, Iwan & Fedor	——	47975
Sundry of the Nobility, Merchants, Travellers, and Strangers	147590	31136
Total.	21065007	29221934

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Table of the Value of Goods imported and exported by Merchants and other Persons, at Petersburg, in 1804.

Names of Nations.	Value of Goods Imported.	Value of Goods Exported.
	Rubles.	Rubles.
Russians	12930662	10443646
English	7335995	18616617
Austrian	5569	513
Danish	983	43968
Portuguese	15756	12048
French	122332	4602
Swedish	235923	186793
Merchants of other nations	70287	5803
Captains and masters of ships	138663	251671
Total	20856169	29565661
Therefore the exportation exceeds the importation by 8709492 rubles.	N. B. The two lists do not agree exactly in the amount, though pretty nearly. This is the natural consequence of the one being ranged according to places, and the other according to the mercantile houses, and that very small transactions are overlooked in each.	
In 1803 the value was	21838962	31893082
This year is therefore less by	982793	2327421
And the value of goods confiscated was 66635 rubles.		

Amount of all the Duties and Taxes received by the Custom-house, in 1804.

Customs in money of the country	5991287	
Other Duties, viz.		
Duties of the city	74497	Rubles.
different denominations	906776	
Total	6972520	
In 1803 the amount was	7079396	
The year 1804, therefore, is less by	106876	

Gold and Silver imported in 1804.

	Number of pieces.	Weight. Poods	Liv.	Sol.	Value in money of the country. Rubles.
Gold in ducats	9377	1	38	94	31250
Silver in bars	51	79	31	52	90000
in different kinds	25794	41	21	90	31060
					152310
In 1803 the importation was	—	—	—	—	1007510
In 1804 it is less by	—	—	—	—	855200

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Number of Vessels arrived at and sailed from Petersburg and Cronstadt, in the following years.

1703	1	1764	360
1714	16	1774	727
1720	75	1780	554
1724	180	1787	783
1736	100		
1744	264	Subsequent years are already stated.	
1750	272		
1758	402		

In 1804.

Names of Nations.	Wintered from 1803 to 1804.	Arrived.					Sailed.	Burthen in lasts.		Wintered from 1804 to 1805.	
		Full loaded.	Not full loaded	Ballast and partly loaded.	Total.	Of the vessels arriv'd came to Petersburg.		Of those arriv.	Of those sailed	At Cronstadt.	At Petersburg.
Russians	9	12	—	4	16	9	21	1259	2360	3	1
English	4	137	32	216	385	75	382	37298	37005	6	1
Americans	—	18	9	39	66	—	66	6490	6490	—	—
Danish	1	48	9	5	62	40	63	2783	2795	—	—
Swedish	2	29	5	16	50	42	50	2264	2317	—	2
Prussian	2	44	16	18	78	71	75	4460	4098	1	4
Spanish	—	9	—	—	9	—	9	954	954	—	—
Portuguese	—	13	—	—	13	3	12	983	983	1	—
Lubec	4	62	—	—	62	59	62	3492	3679	2	2
Rostoc	—	10	3	2	15	15	15	567	567	—	—
Dantzic	—	11	—	—	11	11	9	350	325	—	2
Hamburg	—	—	—	1	1	1	1	61	61	—	—
Bremen	—	2	—	—	2	1	2	104	104	—	—
Mecklenburg	—	12	1	—	13	13	13	617	618	—	—
Oldenburg	—	1	—	—	1	1	1	45	45	—	—
Total	22	408	75	301	784	341	781	61727	62401	13	12
Vessels arrived and sailed in 1803	—	—	—	—	1096	—	1135	—	—	—	—
Therefore this year, 1804, is less than the former by	—	—	—	—	312	—	354	—	—	—	—

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Proforma Invoices of sundry Goods bought and shipped at Petersburg.

100 Tons Clean HEMP, in 110 Bundles.

6300 Poods, at Rubles per berquet Ro.

CHARGES.

Duty 180 copecks per berquet Ro.
Town dues on the duty 3 per cent
Ad valorem duty, 1¼ per cent
Inland duty, 15 copecks per berquet

Rubles
Custom-house charges on the gross amount of the above duties, 4 per cent
Receiving, weighing, and shipping, 2½ ro. per bdle.
Bracking, 15 co. per berquet
Binding, 50 co. per bundle
Lighterage to Cronstadt, 4 ro. per bundle
Two-thirds port charges, 60 co. per bundle
Brokerage on freight 15 co. per ton
Brokerage on purchase, ¼ per cent

Rubles
Commission, and Brokerage on drafts, 4 per cent

Postage

Rubles

Duty on outshot hemp, 140 co.
Half-clean 100 co.

Of 100 Tons of Common BAR IRON.

6300 Poods, a co. per pood

CHARGES.

Duty, 40 co. per berquet
Town dues, 3 per cent on ditto
New duty, 1¼ per cent
Inland duty, 10 co. per berquet

Rubles
Custom-house charges, 4 per cent on ditto
Receiving, weighing, and shipping, 20 ro. per m. pd.
Lighterage to Cronstadt, 25 ditto
Two-thirds port charges, 85 co. ditto
Brokerage on purchase, ¼ per cent

Commission and brokerage on Drafts, 4 per cent
Postage

Rubles

(Assorted Iron no duty.)

(Lighterage and Port Charges are more or less, according to circumstances.)

Of 50 Tons of 12-Head FLAX, in 800 Bobbins.

3150 Poods, at ro. per berquet

CHARGES.

Duty 3 ro. per berquet
Town dues, 3 per cent on ditto
Ad valorem, 1¼ per cent
Inland duty, 15 co. per berquet
Custom-house charges, 4 per cent
Receiving, weighing, and shipping, 25 co. per bob.
Bracking, 30 co. per berquet
Binding, 12 ditto
Mats and matting, 15 co. per bobbin
Lighterage, 3 ro. per 60 poods
Two-thirds port charges, 60 co. per ton
Brokerage on purchase, ¼ per cent
——— Freight, 15 co. per ton

Rubles
Commission and brokerage on Drafts, 4 per cent
Postage

Rubles

Of 50 Bales DRILLINGS, containing 1500 Pieces.

CHARGES.

Duty (1 co. per arsheen,)
Town dues, 3 per cent
Duty ad valorem, 1¼ per cent

Entry and custom-house charges, 4 per cent
Receiving, packing, and shipping, 15 co. per piece
Lighterage, 50 co. per bale
1000 Arsheens crash for wrapping, 8 co. per arsh.
Brokerage on purchase, ¼ per cent
Two-thirds port charges
Brokerage on Freight, 15 co. per ton

Rubles
Commission and brokerage on Drafts, 4 per cent
Postage

Rubles

N. B. The piece is reckoned 28 arsheens, though it generally measures 30 and 34.

Of 100 Tons Yellow, White Candle, and Soap TALLOW.

6300 Poods at per berquet

CHARGES.

Duty, 6 ro. per berquet
Town dues, 3 per cent. on ditto
Inland duty, 1 ruble per berquet
Ad valorem, 1¼ per cent

Rubles
Custom-house charges, 4 per cent on ditto
Receiving, weighing, shipping, and bracking, 154 co. per cask
Lighterage to Cronstadt, 1 ro. per cask
Two-thirds port charges, 60 co. per ton
Brokerage, ½ per cent
——— on Freight, 15 co. per ton

Rubles
Commission and brokerage on Drafts, 4 per cent
Postage

Rubles

Of 30 Bales RAVENDUCKS, 600 pieces, 31½ inches wide.

CHARGES.

Duty, a 40 co per piece
Town dues, 3 per cent
Duties ad valorem, 1¼
Inland duty

Rubles
Custom-house charges, 4 per cent
Receiving, packing, and shipping, 18 co. per piece
Lighterage, ½ Ro. per bale
600 Arsheens crash for wrappers, 8 co. per arsheen
Two-thirds port charges, 75 co. per ton
Brokerage on purchase, ¼ per cent
——— on freight, 15 per ton

Rubles
Commission and brokerage on Drafts, 4 per cent
Postage

Rubles

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The exchange is always fluctuating at Petersburg. The following table shews the highest and lowest rate each month in every year, upon London, since 1787 to the present time. On this subject, observations will follow, under the head of Exchange, as applying generally to the empire.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.
1788	37½ to 37¾	37½ to 35⅝	35½ to 35¼	37 to 36¼	36½ 36	36 to 32¾	32¼ to 34½	34½ to 34¼	34½ to 34	33⅞ to 31¾	32 32¼	32¼ 33¼
1789	32 32½	32½ 31	31¼ 29¼	31 29¾	30 29½	29½ 30½	30¾ 30¾	30¼ 31⅜	31⅛ 31⅛	31¼ 31⅜	31⅛ 32¼	32½ 33
1790	33 32½	32½ 31¼	31 31¼	31 29¾	29¾ 31	31 31	31 30¼	30¼ 30½	30½ 30¾	31 29¾	29⅜ 30¼	30½ 29½
1791	29½ 29	29 27½	27¼ 28¼	28¼ 28¼	28½ 29½	29½ 29¼	29½ 29½	29½ 29¾	29⅜ 29	29 29¼	29⅛ 30	29⅞ 29¼
1792	29½ 29¾	29½ 29	29 29½	29¾ 29⅞	29¾ 29⅝	29½ 29⅜	29¼ 28¾	28¾ 28½	28½ 27¾	27¾ 27⅜	27⅛ 27⅛	27⅞ 28
1793	28 27⅜	27¼ 26¼	26⅛ 24⅞	24¼ 23¼	23½ 22¾	22⅝ 24¼	24¼ 24½	25 26	25¾ 26	26 25¼	25¼ 26	26 25⅝
1794	25½ 25¼	25¼ 25¾	25½ 26	26¼ 27	27 29	29¼ 28½	28⅝ 28⅜	28¼ 28⅛	28¼ 26¾	26¾ 27	26½ 27¼	27¼ 28¼
1795	28½ 30	30½ 31	31 30¼	30¾ 30	31½ 30½	30¾ 29⅝	29¾ 27½	28¼ 28	28¾ 28½	28⅝ 29	29½ 30¼	33 32⅞
1796	32⅝ 30½	30¼ 32	32 32⅜	32 30	31 30¾	30½ 31¾	31¾ 31⅝	31⅝ 31⅛	31½ 31¼	31½ 31	30½ 30½	30½ 32
1797	31⅜ 32	32 32¼	32½ 30¾	30⅝ 30¼	30 29½	29¼ 29	29 28⅛	28½ 28¼	28½ 28	28¼ 28¼	28¼ 28	28⅛ 27¼
1798	27½ 26¾	26½ 27¼	27 26	25⅞ 25¾	26 25	25 24	25½ 24¾	25½ 26	26 25½	26½ 25½	25½ 26	26½ 25¾
1799	26 26¼	25⅜ 25	24½ 24¼	22⅞ 24⅝	24⅜ 25⅜	26⅛ 25⅛	26¾ 25⅞	26½ 27¼	27 29	30¼ 31½	30⅛ 30½	28 29
1800	28¾ 28	27¾ 28⅝	28½ 28	28½ 27¾	28 28½	28½ 27⅝	30¼ 28⅝	29 28	28½ 29	29 30½	30¼	29 28¾
1801	28½ 29¼	29¼ 29¾	30½ 30	29½ 30¼	28¾ 28¼	28½ 30	30 29⅜	30¾ 30	30⅞ 30⅜	31¾ 30¾	31 30⅜	31½ 30¼
1802	31¼ 30⅞	31 30	30¼ 29½	29½ 28¾	29 28½	29¾ 28½	30 29½	30¼ 29¾	31⅛ 30⅛	31⅜ 30⅜	32⅛ 31⅛	32½ 33
1803	32 32⅞	32¾ 32¼	32 31	31⅞ 32¼	32 34¼	34¾ 33	34⅛ 35½	35 37¼	37¼ 36	37 36	36 35⅛	35¼ 34
1804	35⅝ 35	35¼ 35	36 35¾	32¾ 31¼	30¼ 30	31 29⅞	30¾ 29½	31¾ 30¾	32 30	32⅛ 31½	31½ 31	31 30½
1805	30¾ 30⅝	32 31½	31½ 30¾	31½ 30½	—	—	—	—	—	—	—	—

To bring the whole trade of Petersburg into a narrow compass, a table will be found at the last, with the amount, in value, of the imports and exports, beginning with 1742; the gold and silver imported, and the amount of customs at particular periods.

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Amount of the Exports and Imports at Petersburg.

Years.	Exports.	Imports.	Gold and silver.	Customs.
1742	2479656	2030337	——	——
1749	3184322	2942242	——	——
1763	3451383	3220623	——	——
1755	4550060	3321875	——	——
1764	5885243	5459522	——	——
1775	8299584	6892833	——	——
1777	12960000	8640000	——	——
1780	10941128	8656379	——	——
1781	12954440	9582352	——	——
1782	11467347	12204482	——	——
1783	10098797	11674120	——	——
1784	12941513	12172345	——	——
1785	13497645	10033785	——	——
1786	13359993	11775577	25675	3337420
1787	16086799	15564553	414742	3910006
1788	20351937	15474396	350555	4085743
1789	21735663	15371105	245898	3897866
1790	21641779	22964618	——	4664355
1791	20040697	25140631	100968	4614745
1792	22224331	22114025	818750	4109074
1793	23757954	14580569	——	2795941*
1794	25565767	21741176	243210	2972101
1795	31767952	23019175	204300	3229065
1796	37110333	26355890	290796	3504643
1797	32450911	19366059	874492	3149077
1798	36552476	26175007	894156	4219325
1799	38169924	19290778	——	——
1800	32255354	17308180	2762755	——
1801	31110996	24082250	2991868	——
1802	30391774	24550379	1487944	——
1803	31893082	21838962	1007510	7079396
1804	29565661	20856169	——	6972520

* The falling off of the customs, in 1793, was owing to the great prohibition in articles of import for that year; the trade by land with China being begun. Particularly in the article of tea, the diminution of customs was great: to the trade opening in the Black Sea, and to the importation of goods, paying duty *ad valorem*, being removed chiefly to Revel and Pernau, on account of their being entered at those places at an inferior value.

The real value of the imports may be estimated at 10 per cent. more, and the exports at 10 per cent. less than as rated, about that time.

For contraband trade and jewels may be reckoned three or four millions more.

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The following weights and measures are general throughout the empire, excepting in those recently acquired possessions which had their own previously, and still continue them in use; but in such cases they are reduced into those of Russia, in their official accounts and transactions.

It is the same with money in Russia; accounts are kept in rubles and copecks; one hundred of the latter make one of the former. At Petersburg, all their current transactions are in bank assignations, which, and specie, will be treated of under thehead of Exchange.

At Petersburg they draw on London at three months date, at so many pence per ruble.

Hamburg, at sixty-five days date, so many shillings banco per ruble.

Amsterdam, sixty-five days date, at so many stivers per ruble.

Vienna, at so many kreutzers per ruble.

THE RUSSIAN COINS IN GOLD ARE

Imperials, of 10 rubles.
Half imperials, of 5 rubles.

IN SILVER.

Rubles of 100 copecks; half rubles, of 50 copecks; quarter rubles, of 25 copecks.
15 copeck pieces.
10 copeck pieces.
5 copeck pieces, or piat copecks.

IN COPPER.

Five copeck, 2 copeck, and 1 copeck pieces; Denuschka, or half copeck pieces; polushka, or quarter copeck pieces.

Foreign coins that are taken at St. Petersburg, and some other Russian towns, are

Dutch and other ducats, but they vary in value.

Dutch, rix, or Albert, dollars, are generally valued and taken according to their weight.

Fourteen rix or Albert dollars should weigh a Russian pound.

WEIGHTS.

1 loth has 3 solotniks.
1 solotnik is divided in ½, ¼, and ⅛, parts.
96 solitniks make 1lb.
40 lb. make 1 pood, something less than 35 ¾ English.
10 poods make a berquet.
6 berquets 1 last.
69 poods make 1 ton English.
46 lbs. in Petersburg make 45 lbs. in Riga.
A berquet, or 10 poods, are equal to
350½ lbs. at Leipzig.
331½ —— Amsterdam.
356½ —— London.
334½ —— France.
337¾ —— Hamburg.

CORN MEASURE.

1 chetwert, or cool, contains 2 osmins, 4 pajacks, 8 chetweriks, or 64 garnitzy.
16 chetwerts are reckoned a last.
9 poods of flour make a cool.
5 poods ditto, a sack.
1 osmin contains 2 pajacks, 4 chetweriks, are 32 garnitzy.
1 pajack or portion, has 2 chetweriks, or 16 garnitzy.
1 chetwerik has 8 garnitzy, and is reckoned 5¾ bushels Winchester.

LIQUID MEASURE.

1 cask contains 40 vedros, 320 krushkas, or 3520 tscharkas.
1 vedro, or pail, contains 5 krushkas, or 88 tscharkas, or 13½ pinit.
1 krushka contains 11 tscharkas, or cups.
A hogshead of Bourdeaux wine is 19 vedros at Petersburg.
3 Russian krushkas is a gallon of beer in London.

The Russian ell or arsheen, contains 16 vershoks.

9 arsheens are 7 yards English, or the arsheen 28 inches.

A versa, or Russian mile, has 500 sashens, 1500 arsheens, or 24,000 vershoks, which is equal to 3500 geometrical feet English.

A sashen, containing 3 arsheens, or 48 vershoks, is equal to 7 English feet.

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CHAP. VI.

Of Riga.—Produce in which it principally trades: Hemp and Flax, Wood and Grain.—Ships arrived, from 1703 *to* 1805.—*Specie imported.—Aggregate Exports.—Exports to Britain and Ireland; to France.—Imports and Exports, specifying to what Nations the latter.—Total Exports in* 1804.—*Imports in the same Year.*

THIS, like many other cities in the Baltic, had its rise in the 12th century, about the middle of which its foundation was laid. In the year 1198 we find it noticed as a place of some importance; and particular mention is made of it in 1200, when the Bremeners are stated to have ingratiated themselves so well in Livonia, that, in order to secure their power, they threw up fortifications, according to the fashion of those times, around Riga, which they denominated the New City: in consequence, it increased so much in power and wealth, as to keep not only the Pagans in awe, but to exert its influence in civilizing them. To such an important consideration had this city arrived in 1498, that we find their Arch-Prefect, Proconsuls, and Consuls, with the greatest solemnity, making a treaty with King Henry the Seventh of England.

The subsequent vicissitudes we shall pass over, till the period that Peter the Great added it to the territories of the Russian empire. In 1704 no less than 359 ships were loaded and dispatched from Riga. In the year 1710, from the circumstances of that period, only 15 ships arrived at Riga. Since then it has progressively increased and risen to its present importance, and now ranks the second city of commerce in the Russian empire. From the navigable communication it will shortly enjoy with the Black Sea, and the adjacent fertile provinces that lie betwixt, it is impossible to foretell what advantages may be thrown into the lap of this city.

The source of the Düna has already been described, and its navigable communication, which is not very commodious. Vessels even of a small size can go no higher than four or five miles above the town;

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it then becomes only navigable when the water is high in spring, by the melting of the snow, and in autumn by the fall of the rains, when the barks and floats of masts descend and bring down grain, hemp, and produce, impelled by the current. Barks, or small boats, embrace the same opportunity in returning back to Witepsky, loaded with salt and other articles; from whence, at the same period, by means of two small rivers, called the Bella and Poretsch, falling into the Düna, are brought down hemp, grain, and other goods; flax likewise partly comes down by the same conveyance, but a good deal by sledge-way in winter, although not so much as formerly in that manner.

There are here hemp-warehouses, which are situated on the opposite side of the river from that on which the city stands; but, on account of the rising of the river, and rapid current in spring, by the melting of the snows and frequent obstruction occasioned by the ice, the weight of water has been known to break down the banks and overflow the lower part of these warehouses, although they are now very well protected; the Dutch have generally taken the precaution of insuring the property they might have laying in these warehouses on this account, in winter and spring.

The articles of traffic are much fewer at Riga than at Petersburg, and principally consist of corn, hemp, flax, linseed, and wood, the qualities of which have been always held in higher estimation than from any other quarter of the Baltic. This may arise from the greater attention originally paid to the Brack at Riga than at any other port in Russia; as well as because the provinces from whence these articles come are more fertile, and, consequently, produce a better quality: it is not, however, exactly the case with all sorts of grain.

The hemp and flax, when brought down, pass the Brack; the former is assorted into the following descriptions:

Rein, or Clean	Pass
Drujana	Drujana Codille
Outshot	and Codille, which comes chiefly from
Drujana Polish Pass	Lithuania, Courland, and Russia.

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The flax is of a finer barle, cleaner and better quality than from any other port in the Baltic, and consists of the following denominations; in the first place,

RAKITZER is a general name here for the finer sorts of flax, and probably derived this title from Rakischeka, a district in Lithuania, from whence all the fine flax used to come.

DRUJANA RAKITZER comes from the district of Drujana.

TIESENHAUREN RAKITZER takes its name from a family which formerly brought down the best flax, and is now picked from that which comes from the Duchy of Lithuania.

MARJENBURG CLEAN, or CROWN, comes from a remote part of Livonia, and from the estates Marjenburg and Marjenhausen.

MARJENBURG CUTT is the outcast of the above in Bracking.

BADSTUB PATERNOSTER is the outcast of Lithuania and Rakitzer.

DRUJANA CUTT is the refuse of Drujana Rakitzer.

RISTEN THREE BANDS is the refuse of Drujana Cutt.

HOFFS THREE BAND is the best of Livonian Threebands, both of which grow in Livonia.

The Crown or best kinds remain in their original binding, of about 25lb. each bundle; but that cast-out is bound over again in bundles of about 10lb. each; and, when packed for shipping, is made up in bales of about a quarter of a ton each.

The linseed from hence, which is a particular and superior sort, is very much esteemed for sowing; of this the Dutch every year take large quantities. It mostly comes from Livonia, Courland, and Lithuania, in Autumn, before the shipping season closes, being the growth of the same year: what remains behind is called *Over Sowing Linseed*, expressive of its laying over the winter, and is not taken as sowing seed, but is sold for crushing, and is the best quality for that purpose. Drujana Linseed comes from the district of that name, and is only used for extracting oil, as are the supplies which come from Polotzki, Witepsky, and the adjacent governments, likewise great quantities from Russia.

There are few or no manufactures of linens in these provinces so contiguous as to make Riga the shipping port; this branch is almost exclusively confined to Petersburg, although Riga exports some.

The grain shipped from hence, like that from Petersburg and Archangel, from its being dried, bears long voyages, on which account it

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is generally shipped to Spain and Portugal, or other southern markets. Till 1803, it was the custom to reserve one-tenth of all the corn that came down the rivers, and which was intended for exportation; this was deposited in the public magazines, until the crop of the year following, when, if it had not been used in the country, it was exported, and a fresh tenth kept; by which means, there was always a portion of the grain exported, that was a year older than the rest. When, however, it was found that the new supply was likely to be abundant, this was allowed to be sent out: undoubtedly this was a wise regulation, and one that deserves to be imitated. But, in consequence of a recent regulation, a new duty is laid on all sorts of grain exported, to raise a specific fund for building new magazines, now erecting, to keep a sufficient stock on hand, in case the crops of a succeeding year should be deficient. The grain shipped from hence is the produce of Russia, the Ukraine, Poland, Courland, Livonia, and Esthonia; as also are those other articles from hence, as well as from the governments of Smolenski, Minsk, Mohilelew, Polotzk, and Lithuania; from all which districts, masts formerly, and now fir and oak timber are sent to Riga: till latterly, masts were had from Berinsky, but all these forests being exhausted of late years, they have chiefly been procured from Volhinia, where they are beginning to be scarce, so that recourse has already been had even to Austrian Galicia; this distance will, with the first cost, make them come very high at Riga, as well as all other timber; a calculation relative to this has been given under the head of wood.

It has hitherto taken two years to convey masts and timber from the forests to Riga, but it is to be hoped a single season will be sufficient, and that it will be done at less expense, when the canal is effectually executed and finished, joining the Düna and the Dneiper, otherwise, there are new channels by which masts can more easily be obtained; but it is the great attention and excellent regulations paid to the bracking system which has hitherto preserved this branch to Riga exclusively. The bracker is answerable for every tree before it is cut, on which account he examines it very minutely, mounts up and sounds it in every part, for, if once cut, it must be paid for at the price agreed upon, even

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if afterwards found defective; in which case, the loss falls upon the bracker, this makes him not only attentive to examine, but careful to be constantly on the safe side, and fix a low valuation. No doubt, the bracker is well paid, as he ought to be, for the risk he runs, from the nature of the business; but such care being taken, there is little chance of incurring expenses by conveying a mast, which, when arrived at its shipping port, might be found defective.

The city of Riga stands upon the eastern bank of the Diina, about ten English miles from its mouth. Like most of the rivers falling into the Baltic, it has a bar, varying according to seasons and circumstances, from twelve to fifteen feet water; by the latest accounts, there were only thirteen feet water upon the outer bar. Vessels not drawing more than from eight to nine feet water, may in general load safely up at the city, but those drawing a greater depth of water will find it safer not to make the attempt, but rather to load in the road, which is exposed to the north-west winds. The anchorage is good, yet nevertheless attended with danger, so that vessels drawing only from nine to twelve feet water are decidedly the fittest for this trade, though any sized ships may load in the roads. There are about 100 lighters, of different sorts, which have good covering, for conveying merchandize to and from the town, to such ships as require to load either in the roads, or at the Boldero, the harbour near the mouth of the river. The number of ships which have arrived at Riga at different periods in the eighteenth century, and since, are

Years.	Ships.	Years.	Ships.	Years.	Ships.	Years.	Ships.	British Ship
1703 —	292	1760 —	622	1794 —	898	1800 —	867	380
1709 —	225	1770 —	597	1795 —	704	1801 —	1006	
1712 —	76	1780 —	889	1796 —	1092	1802 —	1128	217
1720 —	188	1790 —	729	1097 —	846	1803 —	1180	311
1730 —	414	1791 —	796	1798 —	913	1804 —	1147	
1740 —	597	1792 —	856	1799 —	920			
1750 —	447	1793 —	897					

Of which Ships those arrived in 1803, *were*

Russian Ships . . .	88	Swedish	249	French	1
English	311	Lubec Ships . . .	40	Spanish	—
Prussian	143	Munster	56		
Mecklenburg . . .	63	Dutch	15		1180
Bremen	13	Hamburg	12		
Danish	187	Portuguese	2		

The importation into Riga has always been very inconsiderable

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when compared to the exportation. Salt is one of the principal articles of importation for the interior; the other articles are chiefly the necessaries and trifling luxuries of life for the immediate surrounding provinces, which are chiedly imported from Hamburg, by way of Lubec. The proportion of the British trade to the whole of that at Riga with other nations was, in the year 1793,

British.	All other Nations.	
Imports, 219466 Rubles	1577908 Rubles ..	Total amount of Imports 1797374
Exports, 3003936 Rubles	5981972 Rubles ..	Total amount of Exports 1985928

The Importations from England have been in

1796	——	535686½ Rubles	1800	——	715860½ Rubles
1797	——	301683	1801	——	563656
1798	——	948149½	1802	——	578830
1799	——	842646½	1803	——	509624

The following Table shews the Importation and Exportation to and from each particular Country, for the Year 1803.

From and to	Imports. Rubles.	Export. Rubles.	From and to	Imports. Rubles.	Exports. Rubles.
England . . .	509624	4828958	Rostoc . . .	3056	27093
France	239443	79033	Bremen	2387	84420
Italy.	18730	——	Sweden	189361	740884
Holland . . .	75952	2405685	Denmark . . .	201730	1242664
Spain	110508	1038415	Prussia . . .	10622	449319
Portugal . . .	184137	675015	Germany . . .	284976	——
Lubec	640383	407673	Elsineur . . .	——	195175
Hamburg . . .	28166	216985	Total	2499087	12531324

The gross amount of the exportation, in 1804, was 12166912 ro. 68 co.

Money imported into Riga by sea in 1803:—ducats, 76700; dollars, 464614;—ships arrived, 1170; sailed, 1180.

Bank assignations, bills of exchange, and specie, are here articles of traffic, as much as any other sort of merchandize. The importation in Dutch ducats and dollars was, in the

Years.	Ducats.	Albert's Dollars.	Years.	Ducats.	Albert's Dollars.
1766	235052	789965½	1770	222734	517816½
1767	372890	578648	1771	370979	890135½

That it has considerably increased, the following years will shew.

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In the Year	Ducats.	Rixdollars.	In the Year.	Ducats.	Rixdollars.
1783	439111	1200722	1794	187393	1054[illegible]
1784	447689	1780744	1795	729220	877006
1785	198232	1408665	1796	539676	1195416
1786	358826	802024	1797*	2400	51[illegible]
1787	442610	930758	1798	8652	330477
1788	629107	1003430	1799	2000	461600
1789	132638	[illegible]	1800	86286	[illegible]
1790	307798	1359972	1801	265732	679338
1791	209545	1251638	1802	130604	744741
1792	119400	1185819	1803	76700	464614
1793	81923	787844			

We find that in 1796, the importation had arrived to the amount in value of above one and a half million of rubles; but when a new regulation was made in 1797, we no longer find an account of what was imported by sea, but there is an account of what arrived by land at Polangen, the frontier post. This is a very considerable trade, and carried on chiefly by the Jews and others, from Konigsburg to Riga, not only in specie, but in the negotiation and purchase of bills of exchange, in which a good deal is done with profit. Riga is the central point for the negotiations of Petersburg, Mosco, the near Russian ports, and the trade of the empire on this side; it very frequently happens, that money is drawn with greater advantage for the Petersburg merchants at Riga, than at Petersburg itself; but sometimes the reverse is the case, as the agio between the bank notes, assignations, and specie, and even between the silver ruble, ducats, and dollars, are subject to great fluctuations.

The importance of the trade of Riga may be clearly seen in every point of view, from the following tables:

The first will shew the quantity of the principal articles exported to Great Britain; this table is followed by another, of the trade to France, in order to compare the commerce of the two countries. After these, is a table, shewing the value, in rubles, of the merchandize exported to all countries trading to Riga, from the year 1790, to the year 1804: this last, likewise, shews the aggregate amount, in value, of the imports.

* From that time, by sea only; no account given of what came by land, which is now entered at Polangen.

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Accounts are here kept in rixdollars and ferdings, 80 of the latter to a rixdollar. The silver money here circulating, is mostly Dutch, Spanish, and some of the Ecclesiastical princes in Germany. Holland ducats are at a variable exchange from 2 rix^{rs}. 8 ferdings to 20 ferdings each, according to the demand for the provinces of Lithuania, Poland, and Mosco for the China and Persian trade. Russian money, (both bank notes and silver,) circulates likewise at variable exchanges; the latter varies from 127 to 130 copecks for one rixdollar, and bank notes from 155 to 176 copecks per rixdollar.

The exchanges on Amsterdam are closed against Holland's currency, being 104 to 110 rixdollars, and even more at times for 100 Albertus rixdollars, at Riga, at 65 days date.

On Hamburg in rixdollars banco, which are sometimes at par with Albertus rixdollars of Riga, but at times it has been from 2 to 3 per cent under par, and often as much above, drawing at 65 days date.

On London, from 360 to 415 grosh per pound sterling; the grosh is a fictitious coin, and is reckoned by 90 grosh to a rixdollar; the course on London, is at 3 months.

The course in March 1803, was

Amsterdam, 3½ per cent. drawers loss at 65 days date.
Hamburg, 3 per cent, drawers gain at 65 days date.
London, 388 grosh, per pound sterling, at 3 months date.
Holland ducats, 2 rix^{rs}. 18 ferdings.
In Bank notes, 176 co. per rixdollar Albertus.
Silver rubles, 130 co. per ditto.

The weights here for heavy goods go by shippounds, lispounds, and pounds, whereof 20lb. is a lispound, and 20 lispounds a shippound. The weight at Riga is calculated about nine per cent. lighter than the English weight. The lesser weight is 32 loth to a pound. 6 one-sixth ship lb. is about a ton, or 2466 lb. Riga make at 9 per cent. 2262 lb. English.

45 lb. Riga give	46 lb. Russian	38 lb. ———	35 lb. English
13 lb. ———	11 lb. Amsterdam	22 lb. ———	19 lb. Hamburg

The measures for grain are, wheat and barley, 48 loops* to a last, equal to about 11¼ quarters Winchester measure. Of rye, 45 loops. Of oats, 60 loops are reckoned to a last. Of salt, the measure is larger, and goes by lasts and barrels, of which latter, 18 are to a last, and about 2½ tons Liverpool white salt produce here a last.

2	Riga ells make	1 yard English	35	———	27 Flemish ells in Amsterdam
13	———	10 Russian arsheens	23	———	22 ells Hamburg
5	———	4 Brabant ells			
34	———	27 ells Amsterdam			

12 Riga feet make 11 feet English.

* A loop is reckoned 1⅞ bushels.

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Total in Quantity of the principal Articles exported from Riga to all Places, in the following Years.

	Years.	1790	1791	1792	1793	1794	1795	1796	1797	1798	1799	1800	1801	1802	1803
Hemp rein	Sh.lb.	72332	54303	59221	50210	68199	61423	62051	48268	68252	61708	53318	96430	61414	75417
outshot . .	do.	2286	2061	4222	5998	9121	7831	12498	7142	14470	11142	8000	12549	9397	6161
pass	do.	9107	11801	14854	18847	16443	13027	13587	12535	15520	20247	14700	20211	13920	13493
codille . .	do.	21549	12438	16141	13561	23029	19462	22648	21755	27559	26470	26218	22588	27150	17497
Flax, 1st sort . .	do.	37097	55578	51584	40426	39909	34642	45326	53719	50526	54441	52300	36508	34138	50516
2d ditto . .	do.	6444	19199	13595	11559	20448	7495	11276	7994	11286	11195	13979	10321	8410	6321
3d ditto . .	do.	1658	4090	3174	3429	4766	3137	3048	2204	3018	3726	2417	2613	3670	2017
codille. . .	do.	492	773	1137	530	834	987	697	548	678	1065	956	928	1859	1011
Wax	do.	49	49	108	88	115	113	68	63	24	15	45	130	187	24
Ashes pearl crown	do.	1198	1347	1308	2152	7116	2115	708	1662	1789	1387	1684	1470	1893	991
brack . .	do.	226	80	229	46	4	10	19	31	——	——	——	——	11	5
weed . . .	Barrels	60	990	1099	788	1433	455	531	795	903	643	525	1395	2095	26
Tallow	Sh. lb.	3	119	497	91	554	647	1053	195	580	710	944	1288	1333	1962
Wheat	Lasts.	1957	2115	2796	3623	4356	3790	7204	4222	3088	3755	3555	8138	3325	2008
Rye.	do.	11724	12748	14220	15833	5562	4887	18596	12771	10949	17277	1978	18144	25601	27157
Barley	do.	1120	2834	5842	3082	2754	686	3415	3557	1883	3668	50	1330	6342	4949
Oats	do.	——	1435	877	260	4	389	997	——	413	276	——	2286	2456	1891
Iron	Sh. lb.	75	141	229	4292	16807	16206	1630	700	3125	3130	1262	2191	2368	537
Leaf tobacco . . .	do.	532	958	11	22	1480	825	1548	7030	14690	10241	8806	7221	1306	1746
Leather.	do.	272	321	364	484	779	848	1067	591	168	139	80	158	175	23
Oil	do.	103	582	118	690	741	941	231	265	130	610	747	1760	1845	1445
Sowing linseed . .	Barrels	41691	96755	63832	90601	36427	49645	68479	68201	41988	34695	11730	29785	57411	58200
Curshing linseed .	do.	96755	90601	110535	81077	77209	96545	61860	78876	99697	79338	95099	66276	57894	111244
Hempseed	do.	31322	21372	6326	21250	12143	21345	19412	11473	7765	15161	17081	6503	21923	30806
Wainscot logs . .	Sock.	198	260	397	442	336	206	293	249	401	11	414	139	300	321
Pipe staves	do.	210	177	281	237	414	506	510	927	709	——	655	298	1041	499
Deals	Pieces.	706	726	1059	820	2338	1723	447	1308	359	——	600	224	1053	2403
Balks, 22 to 50 feet	do.	39863	49175	62847	65708	70147	21246	36950	51742	30377	4246	40930	23484	2966	30088
51 to 57 do.	do.	3208	2250	3890	2542	3724	1116	2015	1572	925	208	1737	1066	2352	3013
Masts	do.	764	727	670	739	1304	1865	1790	1962	867	250	2109	635	927	1116
Bowsprits	do.	137	148	148	74	187	259	306	250	196	——	259	116	137	243
Yards	do.	1	15	5	4	2	4	——	——	——	——	2	22	11	8
Spars	do.	3349	3053	2768	2120	4704	3454	3971	3693	2695	321	7471	449	4898	4329

See a particular Table for 1804.

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Exported from Riga to Great Britain and Ireland, in the following Years.

		1790	1791	1792	1793	1794	1795	1796	1797	1798	1799	1800	1801	1802	1803
Hemp Rein . .	Shlb	33500	19896	26325	26280	35897	43095	41374	25947	38681	41685	36587	62147	15217	47430
Outshot .	do	1426	1212	2271	4287	4746	4851	9451	3459	9711	8169	5684	7955	1431	4010
Pass . .	do	4127	5877	9134	11643	8913	7695	8721	4343	9997	14993	10839	10054	5421	9346
Codille .	do	4062	2527	2332	1514	3939	7167	12060	5552	8475	11232	7352	8436	8996	10536
Flax, 1st sort .	do	19719	26911	25026	21911	17843	19615	21259	17643	25142	39610	33805	15603	15446	28657
2d do. . .	do	749	5963	3159	2483	5972	2012	2849	514	5763	7677	6480	3583	2943	2558
3d do. . .	do	130	682	316	1320	1081	1093	859	1	1369	3032	1140	916	1413	1087
Tow	do	8	—	27	—	1	9	1	10	276	302	58	354	1320	507
Wax	do	2	11	19	3	—	16	—	16	5	—	—	17	5	4
Ashes, crown pearl	do	705	275	571	358	18	204	354	397	727	455	422	263	140	404
Weed . .	Bar.	—	—	—	—	—	—	42	1	30	—	—	12	—	7
Iron	Shlb	—	—	121	1239	—	93	301	63	1636	2387	520	925	407	12
Tallow	do	—	—	488	67	471	42	1013	91	558	658	726	555	1200	1816
Linseed, sowing .	Bar.	2071	1920	1495	1534	4432	3855	11552	3753	10172	12746	23	1876	6701	14318
crushing	do	13547	5910	7261	7659	8533	16049	13631	9047	14514	15117	21304	28265	28874	40916
Wheat	Lsts.	19	100	54	26	—	491	3867	887	34	585	1570	3175	30	—
Rye	do	70	20	—	—	50	26	2637	70	—	—	—	560	—	82
Barley	do	—	156	360	137	—	—	162	—	—	1	—	2	—	—
Oats	do	—	114	657	69	—	—	941	—	75	276	—	203	226	—
Hempseed . .	Bar.	24	1	—	41	310½	30	60	—	—	2	102	30	48	105
Wainscot logs .	Shoc	188	248	370	391	232	204	293	227	368	11	409	134	260	321
Flatwood . . .	do	102	156	195	211	102	96	192	188	135	—	190	62	108	—
Pipe staves . .	do	155	6	42	10	89	15	195	125	71	—	185	121	167	253
Deals	do	53	38	28	24	35	14	24	491	21	—	129	189	194	1511
Timber, square .	Pces	14392	11623	14949	10456	19446	15445	20039	13584	11206	4246	30216	16220	10672	25718
round .	do	1448	892	2715	1693	3090	725	1668	1155	684	203	1458	763	213	775
Yards . . .	do	—	—	—	—	2	2	—	—	—	—	—	15	—	7
Burtills . . .	do	7	49	51	30	37	98	66	34	18	—	65	16	13	17
Bowsprits . . .	do	10	16	23	17	24	55	266	189	11	—	78	70	27	54
Spars	do	1372	388	947	1228	4187	2638	2592	172	1262	321	7042	3427	1180	2219
Masts	do	69	31	148	77	256	483	1387	10563	252	250	1020	408	637	125

See a particular Table for 1804.

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The Value of Exports from Riga to the following Places reduced into Rubles.

	1790	1791	1792	1793	1794	1795	1796	1797	1798	1799	1800	1801	1802	1803	1804
	Rubles.	Rubles.	Rubles.	Rubles.	Rubles.	Rubles.	Rubles.	Rubles.	Rubles.	Rubles.	Rubles.	Rubles.	Rubles.	Rubles.	Rubles.
Great Britain and Ireland	2103750	2461067	2781509	3003956	3110173	4850810	6497392	3053420	4922213	6115149	5480786	5908906	2424265	4828959	5320527
Holland	1885072	1532780	1944046	2598830	1518473	—	—	—	—	—	—	840708	3179713	2405685	1358470
France	238709	53965	50140	—	—	—	—	—	—	—	—	165149	768094	79033	414875
Spain	342155	592784	806960	894210	1903719	583156	901042	1576338	915941	322543	—	362226	1262656	1088416	1550614
Portugal	335303	855853	787662	460013	495064	508210	615332	1025403	1137982	1005663	564126	1590632	727434	675015	827135
Italy	244593	242035	133450	45338	525991	873043	172056	192396	7364	—	93031	78180	50748	—	74290
Prussian Ports	72942	154868	142212	87290	231092	449813	1185346	1638158	1235955	940751	866642	444652	254566	449329	417359
Sweden	82346	498515	348341	309097	487073	462566	992498	749084	1320104	1097569	746137	1650959	947733	740885	654029
Denmark	675716	736693	643903	692057	736131	2421855	3094987	1350275	1461176	1751768	1223571	2004361	1476635	1437809	1078105
Hamburg	77260	42494	149821	16167	24670	29677	186149	66588	81777	305262	154819	112908	169729	216685	—
Bremen	110612	109893	154725	103473	61362	77697	90089	122498	132162	326488	46019	66733	250619	84421	61160
Lubeck	289021	320324	245330	355105	463507	785121	575445	626216	628020	624903	701735	1072058	358480	497673	348629
Dantzic	—	1236	—	5332	—	4042	8670	—	—	—	—	—	—	—	—
Rostoc	12048	6730	4850	3847	4287	4542	5991	12008	6491	23996	4170	26133	16577	27093	70520
Austrian Flanders	56181	67319	92733	83083	47171	—	—	—	—	—	—	—	—	—	—
Exports	6525714	7676752	8285682	8657798	9608715	11050332	14024997	10412384	11849185	12514092	9881036	14323905	11872049	12531325	12166912
Imports	1828112	2498183	2132813	1797374	—	1520446	2166838	2419509	3366316	2803390	—	2554933	2681537	2499087	2456287

Principal Articles in Quantity exported from Riga to France, in the same Period.

		1790	1791	1792	1801	1802	1803	1804
Hemp clean	Poods.	2392	882	342	1352	11906	1375	6770
Outshot	ditto	75	5	96	943	2967	—	—
Pass	ditto	740	8	70	387	1785	—	437
Codille	ditto	2102	3	—	618	1514	—	221
Flax 1st sort	ditto	70	9	—	18	192	—	—
2d sort	ditto	6	22	—	—	84	—	—
3d sort	ditto	1	4	—	—	—	—	—

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Goods exported from Riga to Great Britain in 1803.

	No. of Ships	HEMP, 1st sort.		2d sort.		3d sort.		Codille.		FLAX, 1st sort.		2d.		3d.		Tow.		ASHES, Crown Pearl.	
		Ship lb.	L. lb.	Ship lb.	L. lb.	Ship lb.	L. lb	Ship lb.	L. lb	Ship lb.	L. lb.	Ship lb.	L. lb.	Ship lb.	L. lb.	Ship lb.	L. lb.	Ship lb.	L. lb.
London	111	25037	15½	897	14	2197	½	2398	17	3662	16½	11	2¼	—	—	—	—	—	—
Aberdeen	6	1392	3½	72	10½	181	17½	426	11	1668	2¼	30	13¼	—	—	—	—	—	—
Arbroath	12	121	1½	33	18	757	6½	104	9	2563	13½	245	14	82	9½	25	½	18	7½
Belfast	2	—	—	249	7	—	—	62	4½	58	2½	30	5¼	—	—	—	—	—	—
Berwick	2	16	7½	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Borrowstoness	1	13	1½	—	—	7	19	—	—	88	5½	—	—	—	—	—	—	—	—
Boston	2	264	10	28	1	59	—	31	15½	102	18½	6	14	5	17½	30	15½	—	—
Bristol	1	12	19	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Chatham	2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Chester	3	580	9½	60	2½	37	1	—	—	807	4¼	—	—	—	—	—	—	—	—
Cork	1	295	11½	—	—	—	—	30	2½	—	—	—	—	—	—	30	9¾	—	—
Dover	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Dublin	5	642	1	—	—	99	4	702	2¼	—	—	—	—	—	—	—	—	—	—
Dundee	21	2024	13	295	15½	1668	1½	883	2½	3810	5¼	623	12½	282	8¾	12	4½	112	¾
Fisherow	1	31	9½	—	—	—	—	—	—	—	—	6	11½	—	—	—	—	—	—
Grangemouth	2	38	7	—	—	17	18½	9	7½	1	4¾	—	—	—	—	—	—	—	—
Hull	37	5291	6	1016	—	2344	7	2508	—	5859	8½	448	1	275	8½	211	14¾	—	—
Jersey	1	92	16	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Kirkaldy	2	181	7½	15	13½	3	17	—	—	1019	7½	82	5	60	4½	—	—	76	14½
Leith	20	2840	19½	58	18½	153	½	792	13	1479	1¼	32	19¾	—	—	—	—	12	17
Liverpool	30	2827	10	815	4½	319	5½	1041	12½	804	2¼	213	8½	140	3	29	11¼	2	15
Londonderry	3	19	16½	9	11	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Montrose	13	424	18	67	8	711	2	206	15	4165	3½	248	9½	5	17¾	167	4¼	13	11½
Newcastle	15	4032	18	130	2½	293	19½	543	4½	1560	4½	76	10½	—	—	—	—	20	17¾
Perth	1	26	3½	—	—	—	—	2	19½	—	—	—	—	—	—	—	—	34	3
Plymouth	3	29	17	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Portsmouth	4	34	12	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Stockton	2	191	13	—	—	62	2½	—	8	456	8½	40	17¼	—	—	—	—	—	—
Wells	1	180	18½	—	—	—	—	42	6	—	—	—	—	—	—	—	—	—	—
Whitehaven	2	—	—	60	4	—	—	7	15½	195	12¼	233	10½	176	19½	—	—	29	1½
Whitby	3	697	18½	—	—	159	16½	380	10½	276	1	81	6	—	—	—	—	84	4
Woolwich	2	—	—	—	—	—	—	252	—	—	—	—	—	—	—	—	—	—	—
River Weir	1	118	3	122	16	90	3	—	17½	72	10½	146	6½	58	11¾	—	—	—	—
Yarmouth	1	31	16½	67	3	183	15½	179	—	—	—	—	—	—	—	—	—	—	—
Total	314	47430	4	4010	9½	9846	17½	10536	14	28657	½	2568	6½	1807	19¾	507	½	404	11½

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Goods Exported from Riga to Great Britain, in 1803, continued.

	Tallow.		Sowing Linseed.	Crushing Linseed.	Hemp Seed.	Wainscot Logs.		Vatwood.		Pipe Staves.		Deals.		TIMBER. Square	TIMBER. Round	Spars	Masts	Boat Masts.	Rickers.
	Sb.lb	Lld.	Barrels.	Barrels.	Bar.	Shock.	Ps.	Shock.	Ps.	Shock.	Ps.	Shock.	Ps.	Pieces.	Pieces.	Ps.	Ps.	Ps.	Pieces.
London	1007	17½	376	25397¼	—	159	47	113	44	108	40	432	29	10838	427	1380	87	358	1365
Aberdeen	—	—	—	—	—	2	7	—	6	—	—	—	—	—	—	—	—	—	—
Arbroath	—	—	540	228	—	—	—	—	—	3	—	—	—	—	—	—	—	—	—
Belfast	—	—	1120	—	—	—	18	—	8	—	—	—	—	—	—	—	—	—	—
Berwick	—	—	—	—	—	—	12	—	—	—	—	27	8	491	37	17	—	4	100
Borrowstoness	—	—	496	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Boston	—	—	—	240	—	3	20	—	50	28	40	5	30	151	24	—	—	—	—
Bristol	—	—	—	—	—	—	12	—	—	—	—	3	20	233	2	10	—	10	—
Chatham	—	—	—	—	—	—	—	—	—	—	—	—	—	174	59	130	5	—	—
Chester	266	19¼	—	—	—	2	10	—	45	—	—	2	11	382	—	—	—	—	—
Cork	—	—	—	—	—	—	—	—	—	—	—	—	—	374	—	—	—	—	—
Dover	—	—	—	—	—	—	—	—	—	—	—	4	20	302	—	—	—	—	—
Dublin	—	—	—	10	5	—	53	3	1	—	—	1	40	320	—	—	—	—	—
Dundee	36	1	248	120	—	1	34	2	4	—	—	—	9	—	—	—	—	—	—
Fisherow	—	—	—	—	—	—	40	—	20	—	—	—	—	261	—	—	—	—	—
Grangemouth	—	—	2812	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hull	108	4	505	11813½	100	104	—	16	4	31	40	240	42	1740	1	71	—	120	1572
Jersey	—	—	—	—	—	—	—	—	—	50	—	19	50	100	—	—	—	—	—
Kirkaldy	—	—	—	—	—	—	14	—	6	—	—	—	—	—	—	—	—	—	—
Leith	134	5½	4179	100	—	2	—	—	20	—	—	82	12	906	2	—	—	1	25
Liverpool	245	10¾	—	—	—	25	25	11	14	—	—	671	44	6303	14	145	5	345	445
Londonderry	—	—	3162	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Montrose	17	9½	880	—	—	—	18	—	36	—	—	—	15	—	1	—	—	—	—
Newcastle	—	—	—	1840	—	10	3	1	54	13	—	—	40	—	4	12	—	12	300
Perth	—	—	—	944	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Plymouth	—	—	—	—	—	—	32	—	—	—	—	5	—	850	10	177	20	8	—
Portsmouth	—	—	—	—	—	—	50	—	—	—	—	7	35	1208	65	175	33	30	170
Stockton	—	—	—	24	—	6	36	1	10	8	20	6	40	166	10	3	—	—	—
Wells	—	—	—	—	—	—	6	—	12	—	—	—	—	—	—	—	—	—	—
Whitehaven	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Whitby	—	—	—	—	—	—	2	—	—	10	—	—	—	55	14	7	—	—	50
Woolwich	—	—	—	—	—	—	—	—	—	—	—	—	29	864	105	92	25	—	—
River Wier	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Yarmouth	—	—	—	200	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	1816	77½	14318	40916¾	105	321	19	152	34	253	20	1511	54	25718	775	2219	125	888	4018

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A List of Goods exported from Riga in 1804, *to all Countries.*

To	Rein and Drujana Hemp.	Outshot ditto.	Pass ditto.	Codille.	Rakitzer and Clean Marienburg Flax.	Cut Paternoster and Hoffs 3-band ditto.	Risten and Livonia 3-band ditto.	Flax Tow.	Tobacco.	Tallow.	Hemp Oil.	Potashes.	Wheat.	Rye.	Barley.	Sowing Linseed.	Crushing ditto.	Hempseed.	Square Balks.	Masts, Spars, and Bowsprits.	Wainscot Logs.	Dutch and French Wood.	Pipestaves.	Deals.
	Sh.lb.	Sh.lb	Sh.lb	Sh.lb	Sh.lb	Sh.lb	Sh.lb	Sh.lb	Sh.lb	Sh.lb	Sh.lb	Sh.lb	L'sts	L.	L'sts	Brls.	Brls.	Brls.	Pieces.	Pieces.	Pieces.	Shock.	Sck.	Shock.
England...	51517	3703	9855	4145	34889	8975	1951	564	—	2441	—	780	300	—	—	23320	38106	130	29729	5206	15891	1	61	1631
Holland...	658	135	643	1969	65	5	—	6	—	127	2	856	113	6226	1576	12012	92777	15959	9257	5	192	315	118	29
France....	6770	—	437	221	—	—	—	—	—	—	—	48	—	—	—	3975	11882	—	1563	1251	—	—	—	180
Spain.....	2452	463	265	85	17035	2459	295	7	—	—	—	—	3090	—	—	—	—	—	—	327	—	—	—	220
Portugal...	3967	1372	1135	247	3706	1356	566	4	—	—	10	—	1665	615	97	—	—	—	2070	694	—	74	112	76
Italy	—	—	—	—	623	1095	12	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sweden ...	5433	884	355	227	1534	622	92	171	61	17	209	—	28	3106	28	2031	1088	228	—	—	—	—	—	—
Denmark ..	6079	1597	2524	4708	3104	2206	301	616	678	—	41	487	397	2307	173	1385	2021	202	1190	922	76	40	100	10
Hamburg and Bremen	—	—	60	—	11	59	—	—	—	—	—	—	—	497	—	2602	118	—	—	—	—	—	—	—
Prussia....	1540	765	1623	1763	49	7	—	—	2	189	39	91	—	489	30	12806	13810	1954	449	4111	—	29	13	170
Lubec and Rostoc	522	118	377	2687	697	696	14	12	834	44	37	—	10	1957	30	9763	—	77	—	3	—	—	—	9
Total.....	78938	9037	17274	6052	61713	17480	3231	1180	1575	2818	338	2264	5603	15215	1934	72894	159802	18550	44258	12519	16159	451	404	2320

N. B. To all Places ..... Iron, 94 shlb. — Sailcloth, 3018 pieces. — Ravenducks, 2670 pieces. — Flems and other Linens, 1254 pieces.

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List of Goods imported at Riga, in 1804.

Allum	lbs.	47025
Arrack and rum	bottles.	7754
Brandy, French	hhds.	117
Brimstone	lbs.	9579
Bricks	mil.	420
Cottons, printed	arsh.	1193
Pique	——	2141
Chints	——	52020
Calico	——	12137
Muslin	——	10724
Plush	——	3858
Fustian	——	1280
Sattinet	——	1806
Nankeen	——	12987
Muslin handkerchiefs	doz.	138
Cotton do.	——	704
Clocks	pieces.	834
Coals	lasts.	81
Coffee	lbs.	405170
Cheese, common	——	242975
Parmesan	——	1658
Corks	——	22825
Copper	——	18885
Chocolate	——	680
Fish, herrings	casks.	16370
stock-fish	lb.	23497
anchovies	——	5147
Fruit, lemons	poods.	673635
oranges	——	57225
do. Seville	——	5475
apples	——	591
pears	——	329
plumbs, dried	lb.	168749
apples and pears do.	——	2458
almonds	——	48230
raisins	——	48653
currants	——	25387
capers	——	4709
olives	——	4527
figs	——	4688
cherries	——	8452
Furniture	rubles.	24005
Glass, window	chests.	185
Hops	lbs.	30533
Hardware	rubles.	58610
tin-plates	sheets.	110585
wire-iron	lbs	13797
nails	——	13255
scythes	poods.	169010
Indigo	lbs.	6626
Lead	——	35899
shot	——	51432
Linen	arsh.	5066
cambric	——	1087
lawn, French	——	271
do. handkerchiefs	doz.	136
Meat, salt	lbs.	4643
pork	——	5288
sausages	——	3486
Oil, olive	——	50309
Florence	——	8091
Oysters	ank.	126
Paper	reams.	1918
Pearl barley	lbs.	143288
grits	cnts.	136
Rice	lbs.	169144

Spice, ginger	——	11759
cinnamon	——	618
nutmegs	——	231
cloves	——	185
mace	——	123
pepper	——	58210
saffron	——	367
cardamum	——	419
pimento	——	9630
Saltpetre	——	5557
Salt, Liverpool	poods.	345414
rock	——	126450
Portuguese	——	159887
French	——	19098
Spanish	——	319768
Luneburg	——	71
Silk, spun	lbs.	1486
Silks	rubles.	9631
Soap	lbs.	3621
Steel	——	9604
Stockings, silk	doz.	28
common	——	404
Sugars, refined	lbs.	433028
molasses	——	1037261
lump	——	583128
candy	——	64671
raw	——	546794
syrup	——	22152
Tiles	mil.	265
Tar and pitch	casks.	13
Tea	——	104
Tobacco, canaster	lbs.	333
common	——	112313
roll	——	52314
rappee	——	4309
Tin	——	6994
Thread	——	27
Toys and trinkets	rubles.	2864
Watches	poods.	63
Wines, Spanish	hhds.	501
Portuguese	——	259
Rhenish	——	117
Mosselle	——	71
French	——	3478
Woollens, tammies	arsh.	345
shalloons	——	5706
serge	——	168
camblets	——	64
calamancos	——	1113
baize	——	28723
kerseymeres	——	5797
cloths	——	16511
everlastings	——	384
White-lead	lbs.	466854
Vinegar	hhds.	661
Champagne	bottles.	5546
Vitriol	lbs.	23462

Foreign Coin imported.

Ducats	20590
Rix-dollars alberts	196560
Total value imported in rubles	2456287

Ships arrived.

British	338
Swedish	201
Prussian	170
Danes	153
Russian	110
Foreign of different nations	181
	1153

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CHAP. VII.

Of the different Russian Ports in the Baltic, Fredericksham, Wyburg, Narva, Revel, Hapsal, Arensburg, Pernau, Windau, and Liebau, with Details of their Exports, Imports, and general Trade.—Of the Frontier Trade, and that between the Baltic and the Black Sea.

THOUGH the Russian trade in the Baltic is chiefly carried on from Petersburg and Riga, yet the other ports are all partaking of the general spirit of commerce which government inspires into the people. Their present state may be learnt from the following account.

FREDERICKSHAM.

The river Kymene here forms the boundary betwixt Russia and Sweden, as before observed. It is now a fortified town, although only a small village when taken from the Swedes by the Russians.

Its trade was always trifling, and when the restriction took place on the exportation of deals and timber in general it experienced a check.

Its commercial concerns are regulated by those of Petersburg, where its negotiations and money concerns are transacted.

The following years will shew the amount of the trade of this place.

Exports, Imports, &c.

Ships arrived.	Years.	Exports. Rubles.	Imports. Rubles.	Customs.	Ships arrived.	Years.	Exports. Rubles.	Imports. Rubles.	Customs
17	1791	34875	39612	9361	24	1797	62623	27306	7821
—	1792	44129	161492	——	14	1798	41273	30426	11151
16	1793	31373	27939	——	—	1799	15009	14025	2872
19	1794	37307	23543	——	18	1800	78358	26809	18183
10	1795	26018	12500	——	5	1801	134317	11949	6051
26	1796	68786	30968	10767					

WYBURG,

Upon the Gulph of Finland, the capital of the province of that name and a fortified town. It lays about twelve miles from the sea, from whence is a very intricate navigation: at the town there are from ten to

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twelve feet depth of water, but large ships must remain about nine miles below.

Its principal trade is in the exportation of deals, battens, and wood; and its import, salt herrings, &c. It suffered for a time by the restriction on the exportation of timber.

Its negotiations and money transactions are done at Petersburg; its weights and measures are regulated by those of the capital in all commercial concerns.

The following will shew the amount of the trade of the place, and the number of ships.

State of Exports and Imports, &c.

Years.	Exports. Rubles.	Imports. Rubles.	Ships arrived.	Of which English.	Years.	Exports. Rubles.	Imports. Rubles.	Ships arrived.	Of which English.
1795	70344	113034	30	22	1801	121402	71607	50	24
1796	138159	139310	73	34	1802	171665	82878	64	44
1797	154132	95799	78	34	1803	196583	128545	58	65
1798	104625	124967	02	25	1804	———	917628	59	29
1799	16988	25895	—	—					

The value of exports last year in wood was 115,560 rubles.

NARVA

Is situated upon the river Narova, about nine miles from its mouth, which falls into a bay in the Gulph of Finland, where is a bar formed by a sand bank. Large ships must lay at anchor in the roads to load and unload by craft; small vessels, drawing seven feet water, may load near the town; in the roadstead is tolerable anchorage,* except when the wind is northerly.

This place was one of the Hans Towns, and was that by which a part of their trade was carried on to Novgorod. It is rendered famous by a battle betwixt Charles XII. of Sweden, and Peter the Great, of Russia, fought in its vicinity, and for the celebrated waterfall, a little above the town. In the centre of which are built sawmills for manufacturing deals and battens. The timber is floated down the river, being never taken out of the water till it comes under the very teeth of the saws.

* In the year 1800, when an embargo was laid on British shipping at this port, many cut their cables and stood out to sea, which provoked the emperor so much, that he ordered one ship, secured in the roads, to be burnt, which was accordingly done.

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The obstacles thrown in the way of the interior trade, by the cataract in the Narova river at the city, and likewise by the bar below it, were always unfavourable to its commerce; however, it enjoyed a considerable share till the establishment of Petersburg; but no sooner was the foundation of that city laid, (from whence it is about 105 miles,) than it lost nearly all its commercial consequence.

At present, its principal imports are salt, herrings, sugar, coffee, tobacco, and other articles of trifling importance, for its own consumption, and the limited interior trade.

Its principal exports are now almost confined exclusively to deals, battens, and balks, and a little flax and hemp.

Their bill-negotiations are all transacted at Petersburg, where it would be better for merchants in England to fix a credit, than to be drawn upon direct; for, as they must at Narva be governed by the Petersburg exchange, where they send their bills to be negotiated, they fix a higher rate than that course, in order to indemnify themselves in case of a rise at Petersburg. Merchants should have their money remitted from thence.

Their weights were shippounds, lispounds, and pounds, but now they are falling into the Petersburg mode.

The following table will shew the amount of the trade of each year at this place.

Years.	Ships.	Imports.	Exports.	Years.	Ships.	Imports.	Exports.
1789	——	Ro. 81487	Ro. 421872	1797	107	Ro. 121016	Ro. 526784
1790	——	177302	541274	1798	——	150222	631439
1791	——	137631	721375	1799	——	61022	556540
1792	——	165196	536966	1800	——	101883	1130739
1793	71	152938	238554	1801	——	116409	807239
1794	139	104935	457315	1802	——	101701	765378
1795	33	111689	321401	1803	——	155940	924417
1796	79	148526	688138	1804	74	43278	527332

REVEL,

Supposed to be founded in the year 1219, is the capital of the government of that name, situated upon the south shore of the Gulph of Finland, about 260 miles west of Petersburg.

This city was once the emporium of the Hanseatic League for the

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trade to Novgorod, but it was removed, in 1558, to Narva. Its harbour ranks amongst the first in the gulph, and contains the only government dock-yard for laying up the ships of war, except Cronstadt. There is a sufficient depth of water near the town for the largest ships, which may work into the roads with almost any wind. Revel, too, has this advantage over most of the Baltic ports; that, when they are choaked up with floating ice, or fast altogether by it, its harbour is not so soon frozen, on account of having no fresh water river falling into it, and having a sufficient depth of water. From these advantages, at the close of the year, vessels, with cargoes intended for Petersburg, put into Revel; and, when the winter sets in, they have their merchandize conveyed by sledge-way, at a reasonable rate, to Petersburg, Mosco, or other places.

There is a considerable trade at Revel. In the year 1790, the amount of the duties on imports amounted nearly to four millions. In the year 1792, about 200 ships arrived, chiefly loaded with merchandize for the interior, very few procured back freight: indeed, as the principal export is corn, unless there is a demand from some of the European markets, the trade must be limited in that article. The restrictions issued in 1793, diminished the import trade throughout Russia, particularly at this place. The new tariff, in 1797, gave also a considerable check, and reduced it the following, and second year after, very low indeed, compared to former years, and to what it is at present.

As Revel has no interior navigable communication, grain is chiefly brought to market in winter by sledge-way, or by ordinary land-carriage, when they cannot have that advantage.* The grain shipped from this place is chiefly to Sweden, Denmark, Portugal, the southern markets, and Holland; to the latter place for the distilleries. Very little grain, from its inferior quality, is at any period shipped to Great Britain.

Lubec enjoys a considerable share of the trade of this place, having nearly one-half, and nearly monopolized the whole carrying trade. By fixing high freights there, it induced some of the Revel merchants to build a few ships, and one house even in 1779 had six; this was the cause of reducing the rates.

* Sledge-ways and land-carriage are different, the one alluding to the mode in winter, and the other in summer.

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The road, or anchorage, at this place has deep water; but the most commodious harbour is one, formerly called Rogherwick, but now Baltic Port, situated about 35 miles west of Revel, where ships sometimes meet with good shelter, and it is capable of being made one of the best ports for men of war in the Baltic.

At Revel, many of the old customs prevail, but their moneys, weights, and measures, may be considered the same as at Petersburg, where, or at Riga, they must have their bills negotiated, and from either or both places receive their money; the same advantages may be derived here as those which have been mentioned at Narva.

The Nations which have imported or exported here, in 1804, *are*

	Imports.	Exports.		Imports.	Exports.		Imports.	Exports.
Denmark	Ro. 59957	Ro. 112537	Lisbon	Ro. ——	Ro. 14255	Portugal	Ro. 12410	Ro. ——
Lubec	798619	78794	Rostoc	——	6772	Prussia	5352	——
Sweden	54443	57688	England	752990	——	Spain	4501	——
Holland	9027	13794	France	3320	——			
						Rubles	1700619	28340

The Exports of Revel are chiefly in Grain, which were, in Chetwerts,

	1801	1802	1803
Wheat	897	414	1038
Rye	18624	35477	18684
Barley	304	19	1546

The Amount of the Imports and Exports in the following Years were;

Years.	Ships arrived.	Exports.	Imports.	Customs.	Years.	Ships arrived.	Exports.	Imports.	Customs.
1793	71	109897	1477260	297823	1799	—	417108	795775	68651
1794	90	152080	1747403	259723	1801	—	313955	1105959	136109
1795	70	417349	1765294	250875	1802	—	341826	1417697	140006
1796	155	657468	1887979	270930	1803	—	307665	2214789	308855
1797	118	359533	1506814	207773	1804	—	283840	1700619	485939
1798	—	346589	1046234	105779					

HAPSAL.

This is a small place at the west side of the government of Revel, just turning round out of the gulph of Finland, or rather betwixt the continent and the Isle of Dago.

What little business is done here is chiefly with Sweden, Lubec, and Holland, in eight or ten small vessels annually, which, on account of a sand bank, cannot come within two miles of the town.

Its * trade consists chiefly in the export of grain from the govern-

* The money-transactions and negotiations are chiefly done at Riga.

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ment of Revel, and the Island of Dago, its imports are principally by way of Revel.

In the year 1773 and 1777, its trade amounted to, in imports, 17,598 rubles; in exports, 17,500.

In the year 1797, arrived five ships:—Imports, 12,536 rubles; exports, 9,096.

ARENSBURG.

The capital of the island of Oesel, which is reckoned in the government of Revel. The trade of this place is chiefly carried on by Lubec, Sweden, and Holland, in small vessels, of which from 20 to 30 arrive annually; and they must anchor at about five miles from the town, at a place called the Kettle; their cargoes are loaded and unloaded by small craft or prams, to and from the town.

The trade of this island is chiefly in grain, producing annually for exportation 1000 to 1400 lasts of rye and barley, (principally the former) and some little wheat. The quality of the rye is reckoned nearly equal to that shipped from Riga, and the barley superior.

Its trade on the average returns from 1774 to 1777, for one year, was, imports, 17,758 rubles; exports, 33,895. In the year 1797, so much had their agriculture and industry improved, that 29 vessels sailed from this port, and the trade was in imports, 30,266 rubles; exports, 111,678.

It is the custom in this island for the farmers to pay their rents on the 1st of March; at which time there is a general settlement made of all their accounts, for paying mortgages, bonds, promissory notes, and interest. To meet their respective engagements at this period, their produce is all sold, either for ready money, or to be paid for on that day throughout the island; at least by those whose necessities make it expedient; so that the best time for making purchases there is before the 1st of March.

Of what little hemp or flax is bought, the payments, either the whole or part, are made in December and January, though sometimes on the 1st of March. The negotiation of their bills and money transactions are chiefly done at Riga, and from Pernau, to make advantage in the exchange, the same system as at Revel, applies here.

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PERNAU

Is situated in the government of Riga, on an arm in the N. E. of the Gulph of Livonia; the town stands upon the river Pernava, which there falls into the Bay. Vessels drawing not more than six feet water can come up to the city, but those of a larger size must lay in the roads, from one to two miles below the town, and have their cargoes loaded or unloaded by small craft.

It is in contemplation to make the communication perfectly navigable betwixt the Peipus Lake and this port.

The produce exported from Pernau is chiefly brought by sledge-way, and consists principally of grain; about 2500 lasts of rye, barley, and oats, are, during the winter, stored in proper warehouses; and, in years of a plentiful crop, sometimes they have exported near 6000 lasts of those three articles, and not more than 200 lasts of wheat, which, as well as the hemp and flax, and other articles, in their qualities are not reckoned equal to those from Riga or Petersburg, and it is certain they do not clean it so well.

All goods, however, for exportation, such as flax, hemp, wax, and linseed; and herrings imported, are examined. They export, of standard deals, annually about 350,000 fathoms, each fathom six feet English.

They have here Marienburg clean and cut flax, risten three-bands, flax codille, good and ordinary Russia and Livonia pass hemp, of sowing linseed about 4000 barrels, and for crushing about 1000 lasts, are annually exported: the former are subject to the approval of sworn brackers, who are likewise again under the control of the magistrates of the place, and punishable for any neglect of duty.

There are annually employed from 70 to 100 sail of ships of different nations from Pernau, amongst which are generally from 12 to 20 English; seven vessels belong to owners at Pernau, and are chiefly employed in the Lubec trade; the remainder belong to the Swedes and Dutch.

This port formerly had its share, like Revel, in the import trade, but the regulations of 1797 and of 1799 put an end to it: prohibited goods, when found, are confiscated, and the owner is obliged to pay the amount in value, besides a penalty for the offence.

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Their money accounts are kept in silver rubles and copecks, and their purchases paid for in silver money, also in copper and bank assignations, but at a fluctuating agio from 30 to 50 per cent.

They draw on London at three months.
Hamburg at sixty-five days date.
Amsterdam ditto;

They send their drafts for negotiation either to Petersburg or Riga, chiefly the latter place, and receive specie, on account of the greater abundance found there; but it would be more advantageous for the merchants to have their money drawn in at Petersburg or Riga, at the exchange of the day, and specie sent; on account of the higher rate the merchants at Pernau must fix to cover themselves against the chance of any loss by a rise at Riga; and, if a fall, it is so much more advantageous to them, and consequent loss to the British merchant.

The weights are of the same denomination as at Riga; 100lb. is reckoned 92lb. English. The last, for grain, contains 48 loops Riga measure, which is calculated to produce 90 bushels Winchester, when it is calculated to contain 2178 cubic inches.

The salt measure is rather larger than that of Riga; 3¾ tons of Liverpool rock salt they reckon one last; and 2¼ or 3 tons of white salt is also reckoned one last.

The exportation and importation were in the following years: The average betwixt the years 1773 and 1777 was, the former Rubles 187,732 —and the latter 73934; and in the following years, except the last, will be seen the increase.

Ships arrived	Y'rs.	R°	Exports.	Imports.	Customs.
	1788	do	508920	96800	—
	1789	do	447889	107408	—
	1790	do	378634	241856	—
	1791	do	382855	1399342	356882
	1792	do	433505	2354360	—
43	1793	do	189131	899615	—
66	1794	do	334800	926474	—
81	1795	do	357610	1275409	—
118	1796	do	768004	1637889	330906
112	1797	do	729698	932800	239096
	1798	do	—	—	—
	1799	do	665616	510990	—
61	1804	do	64124	142300	99776

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Account of Goods imported at Pernau, 1804.

	Rubles.
Cottons	2800
Linens	3500
Silks	11900
Woollens	13000
Hardware	2200
Salt, English	27000
Herrings	10100
Sugars	17000
Coffee	3600
Paper	2800
Tobacco	1500
Clocks, watches, &c.	1800
Wine, brandy, and rum	23800
Fruit	8500
Rice and pearl barley	2500
Spice	500
Porcelain, &c.	800
Mathematical Instruments, &c.	1900
Books, &c.	700
Drugs, &c.	6400
Total	142300

Account of Goods exported from Pernau, 1804.

	Rubles.
Corn and brandy	6500
Flax	547044
Ditto codille	8000
Corn	26500
Hemp	27000
Wood	11300
Shamoy leather	550
Sowing linseed	10000
Sail cloth	260
Tea	40
Wax, yellow	8660
Sundries	33045
Total	673899

Customs collected on Exports and Imports, Rubles 99776 43½.

Ships . . . . . arrived in all 61
sailed . . . 59

COURLAND.

WINDAU

Stands at the mouth of the river of that name, which runs into Courland, but is not navigable for any other purpose than that of floating timber down, in the export of which its trade chiefly consists. In the two following years the trade of this port stood thus:

	Imported.	Exported.	Customs.
1796 arrived 69 ships	Rº 104628	642471	25346
1797 —— 53 ——	92774	299993	22148

For other particulars see Liebau, the principal sea-port of the province.

LIEBAU,

Although it has no interior communication, either by navigable rivers or canals, it is nevertheless the principal port or place of trade in Courland. Vessels drawing from 10 to 12 feet English measure can

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at all times pass the bar at the mouth of the harbour. Heavy gales of south-west wind will sometimes accumulate the sand on it, which is again taken away by the current, arising from the springs in the lake and the small rivulet which runs into it.

The harbour of Liebau, though it may now be called a lake, was formerly an arm of the sea; it was only in the year 1680 that its formation was begun by sinking prams filled with stones: an annual revenue was raised to complete this work by the then dukes of Courland, sometimes amounting to near 40,000 dollars, but afterwards it was chiefly applied to other purposes, leaving but sufficient to keep the harbour in repair, which is still attended with some expense.

Vessels which cannot run into the harbour must lay in the roads, one to two English miles below it, where they are loaded or unloaded by craft.

These roads are much exposed to winds in nearly all directions: the road has good anchoring ground, yet the bottom is stony, from which ships' cables will suffer in boisterous weather.

The city of Liebau has drawn its articles of exportation from all the adjacent provinces under the Russian dominions since 1795, when it became subject to it; since then it appears not to have had so much trade: indeed the facilities given to the other Russian ports, by inland navigation, makes it unfavourable to Liebau, which cannot avail of water communication to other places, but carries on its trade by land carriage, or in winter by sledge-way, as far as from 150 to 200 English miles distance. The lake, or harbour, serves only to convey wood for building, firing, and other domestic purposes, having no exportation in that branch, which is chiefly at Windau.

It will appear that the trade of Liebau was formerly more considerable, before it came under the Russian government, both in imports and exports; indeed, its situation at that time betwixt Russia and Prussia was found prejudicial to both Memel and Riga, as well to the commerce of the two governments, from the clandestine trade carried on. The conveniences of warehouses, both for foreign and their own trade, and the reasonable charges were a great encouragement.

The common rate of storage of corn is about 10 ferdings per last; and

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hemp, flax, and other articles, which pass through the scale, are 4 ferdings per shippound.

There is some shipping belonging to the native merchants of this place, from 50, 80, to 100 corn lasts each, which are well adapted for the harbour, and chiefly employed to Lubec and other Baltic ports.

We shall give an account of the general exportation in 1803, and also the importation of that year into and from Liebau, which will be found to consist of such articles as are chiefly from Riga, with the exception of wood. The sowing linseed is reckoned good, and the crushing seed productive in oil. The flax, however, from that place is not so much esteemed in England, but is better adapted for the Portugal and Spanish markets. Hemp is chiefly what is called Pass, which has a strong staple, but not so well cleaned as that from Riga, although they are now improving in both respects. Holland has the principal share of the corn-trade of this place; the quality of its rye is considered particularly productive in their distilleries. It is only in scarce and dear years that any grain is exported from thence to England: a good deal of grain is exported from hence to the southern markets, on account of its being prepared to bear the voyage better than that from Dantzic, and many other ports.

They have sworn brackers here, under nearly the same regulations as at Riga, for the hemp, flax, some other articles exported, and for herrings imported; and all bargains are made through the medium of sworn brokers, who are recommended by the merchants, and afterwards, if they are approved, confirmed in the appointment by the magistrates.

The Dutch formerly engrossed the greatest share of the trade of this place, but now the English have lately embarked more in it: perhaps this was first occasioned by the war, in which the Dutch commerce has suffered so much, and by the interruption of their communication with the Mediterranean. This latter cause has induced them to import considerable quantities of salt from Liverpool, which they used to have from Terrevegia, Ivica, Trappani, Caglaiari, Allematte, and St. Ubes, which they reckon the best; the next, Lisbon, Cadiz, St. Lucar, Ivica, and Alicant.—Fishery-salt fetches six and seven rixdollars more than fine white salt.

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All duties or customs are now the same here as throughout the other ports of Russia, and are paid in bank-notes at a fixed value; but the charges, &c. of less consequence, are paid in Alberts rixdollars, and smaller silver.

All merchandize, on which the duties have been duly paid at the custom-house here, are afterwards free throughout the whole empire.

Their books and accounts are kept the same way as at Riga, in Alberts rixdollars, and ferdings, or grosh; four orts (or quarts) make one Alberts dollar, and eighty ferdings the same value.

All bargains for merchandize are made in Alberts dollars; no other coin is here in circulation, except Dutch specie dollars, passing by the name of Alberts dollars; these are imported either immediately from Holland or Konigsburg. The old style is here continued, and they draw on

London, at three months date, in pounds sterling.
Amsterdam, at forty-one or seventy-two days date, in Hollands currency.
Hamburg, at thirty, forty-five, and sixty-five days date, in Hamburg Banco, in much the same way as Riga.

Their bills are sent for negotiation principally to Konigsburg, receiving specie in return; sometimes to Riga, for which generally 1¼ per cent. is allowed for commission, brokerage, postage, &c. For the fluctuations of exchange, the merchants of this place naturally are governed in fixing a sufficient high rate to cover all risks, although it will sometimes be against them.

Here the same weights and measures are used as those at Riga; the only difference is, that one last of rye, Liebau measure, contains 48 loops, that of Riga only 45; other kinds of grain are the same.

Salt 2⅞ to 3 tons, or 115 to 120 bushels from Liverpool,	makes 1 last here.
6 salm of Trappani and Cagliari	1 ditto.
4⅓ movy at St. Ubes	1 ditto.
4⅓ movy at Lisbon	1 ditto.
1 last at Cadiz	⅔ ditto.
12 herring barrels of coals	1 ditto.

The first year of the trade of Liebau under the Russian government was

Ships.	Years.	Imports.	Exports.	Customs.
267	1796	958,681	2,231,420	159,388
268	1797	904,428	1,825,621	222,951
262	1803	875,493	2,310,697	

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ACCOUNT

of the Exportation of the principal Produce from Liebau, in 1803.

Bees wax		poods 230
Tanned skins		
bucks	decks	709
calves		14488
neats		678
Flax of the best sort	35 poods	18lb
second do	190	34
third do	130,506	11
Butter	5144	23
Soap, Russia	—	—
Beef, salted	146	30
Hare skins, white		— decker
grey		270
Hemp of the third sort,	32976 pds.	4lb.
Feathers		
common goose	639 pds.	1lb.
down	—	—
quills	853,000	ps.
Sail-cloth	——	

Linseed for crushing	741	lasts
of the inferior kind	730	
Hempseed	180 lasts	9 lps.
Tobacco in leaves	509 pds.	38lb.
Grain		
wheat	994 last	—lps.
rye	5865	28
barley	4835	8
oats	927	30
pease	48	3
Linseed for sowing		
Exported in the spring		
To Bremen	5257	Barrels
England	24	
Sweden	28	
Lubec	102	
Stettin	—	
Total	5411	

In the Autumn,		
To Holland	100	barrels
England	24	
Sweden	—	
Lubec	409	
Stettin	1460	
Total	1993	
The value of the whole exportations amounts to	2,319,697	rubles.
The number of ships and vessels sailed from the harbour, are Foreign	247	
Native	15	
Total	262	

ACCOUNT

of the principal Articles of Importation into Liebau in 1803.

Cotton, raw	13 pds.	10lb.
yarn	58	1
Paper, folio paper	132	reams
letter paper	87	
Wine, French	435 hds.	5 ank.
Spanish	53	3
Portuguese	—	—
Rhenish	25	4
Champaign	891	bottles
Burgundy	132	
Waters, Seiltzer, &c.	2716	
Mustard-seed	34 pds.	23lb.
Logwood, Fernambuck	286	34
Guinea redwood	43	20
logwood	526	34
Iron wares,—scythes	20,400	pcs.
white plate	57	casks
nails	135 pds.	16 lb.
needle wire	258	25
Lime, slaked	54	last
unslaked	2	
Coffee	2373 pds.	7lb.
Clinkers	157000	pieces
Tiles	41500	
Whetstones, common	500	
Spicery,		
pepper	426 pds.	38lb.
English spice	156	18
mace	1	17
nutmeg	1	28
saffron	—	28
cinnamon	2	36
cloves	—	27
ginger, white	255	11
brown	83	5

Spicery, oris root	10 pds.	34 lb.
cumin	48	28
Fruits,		
lemons	408	boxes
China oranges	58	
oranges	10	
apples	60	barrels
lemon-juice	20	hds.
Dried fruits,—prunes	1492 pds.	38 lb.
raisins	1280	—
almonds	534	11
figs	94	15
currents	223	27
chesnuts	—	—
olives	47	38
capers	25	37
Rice	1185	7
Pearl barley	538	20
Cloth, fine	2361	arsheens
coarse	12069	
Baya	21681	
Lemon and orange peel	316 pds.	1lb.
Dyer's-wool	141	1
indigo	37	23
Sago	39	7
Soap, Venice	19	27
Drugs	604	—
Meat smoke	52	—
Gun powder	—	—
Quicksilver	3	12
Copper	—	—
Brass	8	—
wire	—	—
Fish, Dutch herring	21	barrels
Swedish	651	lasts 9 do

anchovy	14 pds.	20lb.
Salt petre	11	30
Sugar, refined	5246	—
melasses	3773	21
candy	586	36
in loaves	950	20
syrup	836	35
Salt, Portuguese	979 last	13
French	274	6
English	585	11
Luneburg	—	—
Cheese, Dutch and English	342 pds.	32lb.
Brimstone	90	13
Lead	631	17
Small shot	655	27
Steel	102	3
Tobacco in rolls	756	—
Oysters	104	barrels
Vinegar and cyder	225 hds.	5 ank.
Hops	183	poods
Tea	——	
Chocolate	4 pds.	14 lb.
Woollen yarn	17	lb.
Sewing silk	5 pds.	9 lb.
Oil	362	32
Rape oil	66	10
The value of the whole Importation amounts to	875,493	rubles.
Vessels arrived, Foreign	247	
Native	14	
Total	261	

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Of the Russian Frontier Trade, betwixt the Baltic and Black Seas.

To form a more accurate idea of the general trade of European Russia, we shall shew its commerce by land, and the rivers on the frontiers of Prussia, Austria, and Turkey; giving the particulars of each, to form a complete chain from the White Sea to the Baltic, and from thence to that of the Black Sea; a description of which will likewise follow.

In the year 1797, the trade of Russia, on the frontiers of Prussia and Austria, was as follows:

PRUSSIAN FRONTIERS.

	Importation. Rubles.	Exportation. Rubles.
Preborou	68,968	466,219
Jurburg	179,871	126,861
Grodno	42,693	235,524
Brezecz	58,807	104,517
Jalowka	116,340	44,945
Polangen	42,167	51,936
Punsk	78,781	9,770
Staigin	61,200	12,137
Total	648,831	1,051,911

AUSTRIAN FRONTIERS.

	Importation. Rubles.	Exportation. Rubles.
Radzivil	522,157	201,075
Volotshinsk	358,078	65,688
Volodimir	14,163	314,441
Hussjatin	15,058	10,889
Total	909,458	592,094

In the year 1802, the amount of the inland trade, at the frontier places on the side of Prussia and Austria together, has increased to amount in value in imports to ro. 10,572,345, exports 4,487,995.

The inland trade, at the frontiers on the side of Turkey in 1797 and 1802, was as follows,

TURKISH BORDERS.

	Importation.	Exportation.
Jampol	ro. 1,191,087	ro. 126,032
Dubossar	994,398	83,193
Schwanez	15,321	20,109
Mohileff	2,682	13,458
Total	2,203,489	242,794
And in 1802 it amounted to	2,471,867	779,064

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CHAP. VIII.

Of the Black Sea and Sea of Azoph.—Their Ports.—Their Trade.—Short History and present State.—Ships employed in the Coasting Trade on those Seas.—Of Odessa, its Foundation, Localities, rapid Rise, and present State.—Table of the Imports and Exports by Way of those Seas.—Trade of those Seas with Turkey.—Turkey Trade with England by Means of the Black Sea.

THIS sea lies betwixt Europe and Asia, and may be said to be near the centre of the great continent; on the north it is bounded by the Crimea and Russia, Georgia and Circassia on the east, Natoli and Asia Minor on the south, Romania, Bulgaria, and Bessarabia on the west. It communicates with the sea of Azoph by a small strait, called Yenikale, upon the eastern coast of the Crimea, on which are placed the strong fortresses of Kertsch and Yenikale, which command it. The river Don falls into the Azoph, and the considerable rivers of the Dnieper, Bong, Dniester, and the great Danube, fall into the Black Sea, which communicates with the Mediterranean by the Dardanelles, out of which sets a pretty strong current; on which account vessels are frequently detained a considerable time, or till a westerly breeze starts, before they can get into the Black Sea.

This sea will furnish those articles, through the Dardanelles, which England receives by the Baltic; therefore the trade of the Black Sea can never be one to be cultivated by this country: the voyage through the Marmora into the ports of the Black Sea will occupy nearly as long a period as one to Madras; and so long as the facilities are promoted, to convey the produce by the interior canals to the rivers falling into the Baltic, there never can be a trade carried on from Great Britain direct; her manufactures being in small compass and of greater value, will too be conveyed by the way of the Baltic. Indeed, when the canals of the interior, communicating with that sea, are completed, Great Britain might carry on her Turkey trade through that channel in time of war, rather than the circuitous one through the

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Mediterranean, loaded with heavy freights and high insurance, besides detention for convoy.

Though Great Britain cannot derive any benefit from the local situation of the Black Sea direct, yet some few observations naturally arise on the subject, which are not a little interesting in many points of view.

As Russia extends in civilization and refinement, her wants will increase, and her commerce extend; the soil and climate around this sea will derive every assistance from so great a power, and the encouragement given to commercial adventure in general, which is so much fostered as it is, by his present Imperial Majesty, that it may probably soon become very great, and be the cause of giving an entire new turn, not only to the commerce of the Baltic, but, most likely, to the politics of Europe. We have seen a wonderful change in Russia, in a short time, in transplanting its trade from the White to the Baltic Sea; its next flight may, in the course of events and a short time, be to the Black Sea.

The uncommon attention given by the Russian government to promote the trade of the Black Sea, and establish the port of Odessa, is a good deal similar to that of Peter the Great, in the building of Petersburg, and the making of Sebastipol, a royal dock, and sufficiently proves the great importance attached to the situation and commerce in this quarter by Russia; we shall therefore give a few details of the rise, present state, and privileges granted to Odessa.

ODESSA

is situated on a bay formed by the Black Sea, thirty miles distant from the mouth of the Dniester, and sixty from that of the river Dnieper, called by the Turks, when in their possession, Koadjabeg,* and, so late as 1792, its shores were a mere plain. It is a secure and convenient bay, with a great depth of water; consequently, it is seldom closed by the frost, which attracted the attention of the Russian government when it came into their possession, so that it is likely to become a second Petersburg.

* Or Gadschibeg.

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So late as the year 1795, only a few houses were built, and almost no regular business done: in that year, the first of its traffic, 35 small vessels arrived, and 30 sailed, the customs amounted only to 4,360ro. 88¾co.; the following year, 87 vessels arrived, and 63 sailed; its imports and exports, at that time, will be seen in a table hereafter, amongst the other ports of the Black Sea. In the Year 1799, it had already made progress in buildings, as the following state will shew, being then

5 Churches	4 Lime-kilns
1 Chapel	6 Wind-mills
1 Synagogue	18 Wells in houses
506 Houses of stone	12 Public wells
233 Earth pits (semlankie)	13 Fountains
591 Huts	6 Distilleries
111 Cellars with passages to streets	5 Breweries
36 Warehouses	5 Soap manufactures
3 Brick-kilns	4873 Inhabitants

An unprecedented activity is now displayed in the construction of moles, lazarettos, and buildings of every kind; large sums are granted for that purpose, without suffering this important concern to be delayed by any correspondence. One of the new moles has already a length of 215 fathoms, and the other of 180, each of which is to be extended to 315 fathoms, and raised 7 feet and a half above the surface of the sea. They are constructed after the manner of the piers at Bayonne, and will be made from 10 to 12 feet wide, exclusive of a parapet with embrazures for 30 pieces of cannon. The port will comprise an area of 60,000 square fathoms, and its entrance will be 150 fathoms wide, so that the ships may get in with the wind at north-east, which otherwise is adverse. The port has a good anchorage, the bottom being of a fine sand and gravel. The depth of water within the port is sufficient to admit the largest ships of war.

It is intended to render the Dniester entirely navigable, so as to bring down the produce of Galicia, and to form an aqueduct to Odessa. Round this new city it is an open country, not having any wood, which appears the only inconvenience.

So rapidly has its commerce increased, that, in the year 1803, before the first of November, there had already arrived 502 ships, of which 472 were loaded and sailed; the ships were of the following nations:

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Russians	96	Spanish	4	Turkish	56
English	6	Neapolitans . . .	5	Raguseans	21
French	18	Imperialists . . .	278	Republic of the 7 Isles	18

In November, 1804, its population amounted to 15000 souls, and above 2900 houses were already inhabitable, buildings were extending, and plans for its magnificence multiplying.

Its chief export has hitherto consisted in grain, but from its situation, it will be the great depôt for the produce which can be conveyed down the different rivers, which fall into the bay near to it.

His majesty gave directions and authority to the duke de Richlieu, to execute his favourite plan of raising this new city, and promoting this new channel of commerce, and at the same time issued an ukase, dated March 5, 1804, to make this port an entrepôt, which shews the great consideration this new Alexandria enjoys. The articles run thus:

"It is well known how much, *we*, for the benefit of the state, wish to bring forward the commerce of Odessa. Experience shews how its flourishing state answers *our* expectation; and for the sake of still further extending the same, we most graciously order,

§ 1. "That from the date hereof, there shall be established in the town of Odessa, an entrepôt for five years.

§ 2. "The goods warehoused in the entrepôt, may remain in the warehouse or magazine, one year and a half from the date they were warehoused.

§ 3. "From the beginning of the opening of the navigation the ensuing year, all the articles of import that arrive by sea, at Odessa, and whose importation is not prohibited by the present existing tariff, may be stored in this entrepôt, under the following regulations, &c. &c." (which extend to 27 articles.)

To give this new port every possible advantage, besides that of being an entrepôt, it has particular privileges granted it for a transito trade, by an ukase addressed to the directing senate, dated St. Petersburg, the 5th of March, 1804.

"As the transito trade is beneficial in all its parts to the empire, it has long had the attention of government. With the general tariff of the year 1782, was published, at the same time, a transito regulation, for such goods as passed through Riga to Poland, Lithuania, and Courland, and with the tariff now in force, even the rules and regulations are mentioned, for the guidance of the Russian merchants who carry foreign goods through Russia; but as neither the place, nor the roads have been named, through which the transito trade was permitted to be carried on, this regulation had not the desired effect. As experience now shews, how the trade of Odessa is increasing from the privileges granted to the place, We think proper, for the still further encouragement of its commerce, to establish the transito trade on the following principles, and command

§ 1, "All Russian and foreign merchants, who have the knowledge of carrying on trade en gross, (or wholesale,) to foreign countries, shall have liberty to carry all goods, (those excepted which are prohibited by the tariff,) that shall arrive by sea, or other Russian towns, at Odessa, as

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transito goods, to Moldavia, Walachia, the states of the emperor of Germany, and Prussia. It shall likewise be permitted, to import goods into Odessa from the above-mentioned countries for re-exportation.

§ 2. "In those places, where, according to the tenor of the present regulation, the transito trade is permitted, the commanders of the provinces are to inspect the roads, and make their report of the same, to the minister of commerce.

§ 3. "Those goods that are carried as transito from Odessa to Moldavia and Wallachia, are only to pass through the custom houses of Dubossar and Mohileff; those that go to the states of the emperor of Germany must pass through the custom-house of Radzivill, and those that are destined for Prussia, must pass through the custom of Krinky."

There are no less than 25 articles in this ukase, to regulate the transito trade, which the limits of this work will not admit.

List of those Goods which are allowed Transito, and the whole Drawback, when the Duty has been paid in the Russian Ports.

COTTON GOODS.

Burmetten
Indian basma
Bisti, kadifi, or table-cloths
Bucharian cottons
Window and bed curtains
Asiatic kumatschi
Sashes, or girdles
Gumay, or Persian muslins
All sorts of nankeens (kitiaka)
Unwrought cotton, white, coloured, and spun cotton.

SILK GOODS.

Turkish, Chinese, and Persian raw silk, also spun and coloured silk.
Muchojar, Daray, Turkish, and Persian silk stuffs.

HALF SILK GOODS.

Aladschy, Schemandrufy, Kjutny.

WOOLLEN GOODS.

Uralian and all kind of Asiatic coats and dresses. Camel hair, and all hair of foreign animals, Asiatic horse covers, goats wool, shawls, and carpets.

GOODS OF DIFFERENT KINDS.

Chinese beads (korallen)
Tea. Sweet oil
All sorts of wine
All goods that are named under the article of spices in the tariff.

COLOURS.

Indigo, cochineal, madder, morena, bruskawaja (red colours) rasped and unrasped sandal wood. All kinds of dry wood
Arabian and Persian gums.

As a further proof of the great attention paid by government to the Black Sea, we find that Sebastipol, situated so advantageously upon the promontory of the Crimea, is made an exclusive dock and port for the imperial navy; of the order for which we give a copy.

UKASE TO THE DIRECTING SENATE.

"The emperor orders the port of Sebastipol to be the principal port for men of war, and that the custom-house there shall totally finish its business, within six months after the date of this ukase, and then be broken; up after the expiration of that time, merchantmen are prohibited from entering into the harbour of Sebastipol, except they are driven in there by storm, or by other misfortune, or for the sake of being repaired, but not to trade, or carry on any commerce. As soon as the danger is over, and the repairs are finished, they must not remain any longer in port. Done this 23d of February, 1804.

(Signed) ALEXANDER.

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As matters stand at present, the Black Sea trade is a very casual one; every misunderstanding betwixt Russia and Turkey, will put an instant stop to the commerce on that side, and must always be a check to every prudent commercial mind.

On the other hand, it is in the power of Great Britain to check the trade likewise, and prevent France and Spain from ever having the command of that trade, so long as we keep possession of Malta: indeed this invaluable gem is of more importance in many points of view to Great Britain, (besides our Indian possessions, and checking the French encroachments in the Levant), than has been hitherto conceived. It is not the author's intention to give his sentiments here upon so great a political point.

As many important discussions, and great events, it is easily to be foreseen, will arise relative to the natural advantages of this quarter; we shall at present pass over these considerations, and proceed, as concisely as possible, to give its past and present state.

The produce which can be exported from the Russian ports on the Black Sea, and Sea of Azoph, are principally grain, oak timber, masts, hemp, flax, tar, tallow, hempseed oil, iron, and sail cloth.

Oak timber grows in abundance in the thick forests on the banks of the Dnieper, and on those of the various rivers which are connected with it. The masts, which are purchased on the spot, are generally sent to Riga, and are drawn up against the current of the Dnieper, to be conveyed to the Düna; but they may be floated down the Dnieper all the way to Cherson, consequently at a much cheaper rate. The admiralty, at Cherson, usually made their contracts for oak timber in the forest, and paid 25 copecks for a pood. This way of reckoning, by the weight, is afterwards reduced into cubic feet.

There were some impediments to the exportation of timber this way, arising from the stipulations of the commercial treaty between Russia, and the Porte, in fixing the measure by the tonnage, according to the custom of Europe; whereas the Turks go by the length of the vessel. The quality of the timber is good; there is fine oak timber, as well as wood of all kinds, and the expense of carriage is much less than that of conveying it up the rivers to the Baltic, on which passage, it must pay duties, either to the Austrians and Prussians, or both, if it is to be shipped from Riga, Memel, or Dantzic.

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The best hemp grows in White Russia and Lithuania, which is conveyed down the river Dnieper.

Pitch and tar are obtained in moderate quantities.

Tallow can be had in large quantities, the produce of the cattle fed upon the rich soil of the Ukraine.

Iron from Cherson will not answer; from Taganroc it will stand cheaper than from St. Petersburg.

Sail-cloth may in time be produced by the way of Cherson. Some samples have been sent from thence to Marseilles, which left a handsome profit, as well as several cargoes of grain.

The port most convenient for shipping timber, hemp, and pitch, was Stuboha, near Cherson, (about 30 miles distant); but that port does not admit vessels exceeding 150 tons.

For the other articles, the port of Odessa is preferable, and will be made so.

When the French intended to provide themselves with timber this way, they sent a person from their admiralty, who marked out the trees in the forests that were to be cut, and then pronounced them good, or not. By this means every dispute was avoided.

From such natural advantages, all articles may be conveyed cheaper down to the Black Sea, than by the way of the Baltic; but the difference of the expense in the interior carriage is nothing (comparatively speaking) when compared with the freight, insurance, and charges round by the Mediterranean to Great Britain.

The best time for sailing from the ports of the Black Sea is in the spring of the year. The passage to Constantinople is effected, in from two to five days.

The purchases on contract are generally accompanied with an advance of a fourth, or half of the money immediately, and a bargain to pay the remaining part on delivery. Contracts may be made to pay the whole on delivery, but the price is higher.

At an early period, a considerable trade was carried on in this quarter, as has already been stated by the Venetians and Genoese, who were driven out of it, before the discovery of the Cape of Good Hope, previous to which, the trade with India was carried on, in part, by the Caspian and this sea; however, after its coming into the possession of Turkey, its natural advantages were totally neglected, and the traffic

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carried on upon it, was chiefly by the Turks in a small paltry way to the provinces now occupied by Russia. Peter the Great, however, saw the advantages to be derived here to his empire, and although in 1711, he was obliged to surrender them, yet he did not lose sight of one day acquiring possession, and the free navigation of the Black Sea into the Mediterranean. This object, however, became accomplished in the reign of Catharine the Second. In order to occupy the time of the reader as little as possible, and to shew the progressive state of the trade of Russia in that quarter, and the interruptions which it has experienced, below is a table of the imports and exports, with a few historical observations, tending to exhibit the whole at one view.

Historical and Commercial View of the Russia Trade from the Black Sea, and the Sea of Azoph.

Yrs.	Imports. Rubles.	Exports. Rubles.	REMARKS.
1756	——	——	A trading company was established this year at Temernikow.
1758	52077	34914	This is the first year of their trade from that place.
1759	61603	37848	
1760	85085	42283	
1761	116069	52651	
1762	128906	41315	In this year the trading company of Temernikow was dissolved.
1763	59652	43369	
1764	44020	59097	The exports exceed the imports.
1768	——	——	The war broke out betwixt Russia and Turkey, which totally interrupted the trade.
1774	——	——	This year the peace was concluded, by which Russia obtained a complete navigation of the Black Sea, and by the Dardanelles into the Mediterranean, and had the Sea of Azoph ceded to her.
1776	87148	369823	Beginning of the trade at Taganroc.
1777	83246	242118	
1778	——	——	A suspension to the trade, in consequence of a dispute betwixt Russia and the Porte, relative to the independence of the Crimea, but which was settled the 21st of March, 1779.
1779	90645	161690	
1780	105471	130187	Five Russian built vessels manned with Russian seamen, passed through the Dardanelles.
1783	——	——	The conquest of the Crimea made by Russia.
1784	——	——	A pacification concluded betwixt Russia and the Porte.
1785	448970	735117	The Austrians for the first time commence a trade on this sea.
1786	517238	519811	
1787	——	——	War broke out betwixt Russia and Turkey.
1791	——	——	Peace concluded at Jassy, by which Russia secured her present possessions.
1793	665711	1295563	
1794	977513	1265682	
1795	544498	930434	
1796	438166	919296	
1797	778759	1929198	
1802	2054789	2986096	

The above statement shews the rapid rise of the trade by these seas, in five years. The imports have nearly trebled, and the exports doubled, so that, from the convenience for importing all the luxuries of life, it may be a disadvantageous trade to Russia, far different from that of the Baltic. The state of the imports and exports, in 1802, will place this remark in a clearer point of view.

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The following are the principal ports in the Black Sea, and the Sea of Azoph, and the share of the trade which they have respectively had, from 1793 till 1797, both inclusive.

		1793.		1794.		1795.		1796.			1797.	
		Imports	Exports.	Imports.	Exports.	Imports.	Exports.	Imports.	Exports.	Customs.	Exports.	Imports.
Taganroc	ro	156410	128087	347581	605119	275213	659966	182744	553583	42794	378788	693204
Otchakoff	do	244340	209321	365299	181152	128123	12624	65845	60990	8913	38564	33440
Eupatoria	do	91878	34397	74281	254128	30565	136511	31279	107067	7247	85343	244478
Chersan.	do	——	147821	——	68701	——	47695	——	48755	1178	——	29233
Theodosia	do	77898	54280	80248	30462	4689	20887	24007	35231	4074	50578	69470
Nikoloff	do	——	106515	——	95400	——	8802	——	18609	365	——	37341
Sebastipol	do	88103	857	87856	7828	47218	2056	22255	3224	4619	63458	4663
Kertch .	do	2963	9959	6390	8419	11726	2942	13795	9751	903	14193	12680
Yenikale	do	4116	4322	5853	14469	3894	12573	5679	2560	847	4188	13399
Odessa	do	——	——	——	——	43065	24824	92559	79422	11530	129492	79091
Ovidiopol	do	——	——	——	——	——	——	——	——	800	4150	5675

State of the Trade of Russia, on the Euxine or Black Sea, and Sea of Azoph, in 1802.

IMPORTATION OF FOREIGN GOODS.

Necessaries of Life.	Worth in Rubles.
Wine	359984
Brandy	11226
Corn, Rice, &c.	17763
Sugar	126
Coffee	4672
Cheese	977
Vinegar	5908
Salt	3604
Meat	5
Fish	565
Dry Fruit, &c.	321990
Honey	503
Nuts	65465
Fresh Fruits, &c.	57798
Preserved ditto	3781
Jelly from fruit	15155
Oysters	22
Total	869694
Therefore the exportation of this sort of goods exceeds the importation by	1409061

Metals.	
Gold in foreign coin	78109
Silver ditto ditto	81648
Copper	24232
Total	183989
The exportation of metals exceeds the importation by	150201
	334190

Raw Materials.	
Cotton	70627
Silk	74532
Wool	12248
Raw sugar	43
Shamoys	90
Aquafortis, Allum, Verdigrease, &c.	12454
Sweet scented and mineral waters	321
Tobacco	28360
Soap	5141
Cork	90
Furs	1424
Lemon and orange peel	1025
Resin of different kinds	18106
Frankincense and other articles	228323
Salad oil	275089

EXPORTATION OF RUSSIA GOODS.

Necessaries of Life.	Worth in Rubles.
Wheat and Rye flour	2039
Wheat	1754880
Rye	28235
Barley	2335
Other kinds of corn	29765
Salt	48721
Meat	30
Fish	13676
Butter	169491
Honey	652
Caviar	224561
Total	2278755

Metals.	
Iron	334190
Total	334190

Raw Materials.	
Wool and Hair	22389
Potashes	3222
Shamoys	13513
Tar	460
Wax	2992
Raw hides	27506
Timber	420
Soap	23
Tallow	7680
Fur	52178
Total	130383
The importation of this article of commerce exceeds the exportation by	641589

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Sulphur	1518
Unwrought wood	11813
Juice of fruit	24912
Marble and other stone	541
Apothecaries drugs	5320
Total	771972

Foreign Goods and Manufactures.

Cotton goods	120180
Silk ditto	41937
Woollen ditto	21013
Toys	775
China, earthen, and glass ware	2945
Writing paper	79
All sorts of artists instruments	684
Musical instruments	261
Statues and other carved work	992
Printed books	212
Chimney pots	310
Needles	9
Razors	9
Total	189406
The exportation of this branch exceeds the importation by	35144
	224550
Pearls	314
All other goods	39414
The whole importation is	2054789

Russian Goods and Manufactures.

Gold twist	6724
Sail-cloth	10264
Ravenducks	2304
Linen, fine and coarse	5558
Table-cloths and napkins	1173
Printed linen	19582
Felts	39309
Rope and cordage	51773
Copper vessels	465
Iron ditto	4525
Tanned leather	6418
Yufts	72152
Matts	545
Candles	5861
Total	224550
All kinds of goods	18218
The whole exportation is	2986096
The exportation of goods from the Euxine, or Black Sea, exceeds the importation by Ro.	931307

To give a connected detail of the whole foreign trade of the Black Sea, in 1802, the following table is inserted, shewing the ships of the nations arrived and sailed, and the number belonging to each trading on that sea with Russia.

Ships.	Arrived.				Sailed.			
	Laden.	Lastage.	Unladen.	Lastage.	Laden.	Lastage.	Unladen.	Lastage.
Russian	122	7988	13	818	134	10889	1	30
French	1	70	—	—	—	—	—	—
Austrian	70	6925	73	7018	137	14992	—	—
Republic of the Seven Islands	17	1040	4	235	13	1046	1	27
Turkish	199	7181	207	5325	379	12942	4	77
	409	23204	297	13396	663	39869	6	134

Russia has some little coasting trade from the creeks to the ports in the Black Sea, and from one port to another, as well as vessels employed in the fisheries. In 1802, the numbers of both stood thus.

	For transport. Vessels.	Lastage.	For fishing. Vessels.	Lastage.
Russians	38 & 266 small craft that go to sea.	822	—	—
Turkish	6	147	Accounts had not been received.	
			—	—

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Of the Trade betwixt Russia and Turkey.

There is a very considerable navigation in the Black Sea and the Sea of Azoph with Constantinople; also in the principal ports in the Crimea, from April to the end of October. From Taganroc there are usually upwards of a hundred Greek ships, under Russian colours, loaded chiefly with iron.

The new port of Odessa is preferable to that of Cherson, for the produce of the Ukraine, because, in the latter port, goods are obliged to be transported, in lighters, to the ships in the open roads, which is often attended with danger from the weather, and always great risk on account of pillage; and because, at Odessa, there are foreign houses of different nations, whilst, at all the other ports, they are chiefly Greeks and Russians.

The usual freight from Odessa and its neighbouring ports, is from 40 to $\frac{50}{40}$* per kintal, and from Taganroc 70 to $\frac{80}{40}$.

Ships, in general, are but a few days on their passage from Odessa, but from Taganroc the navigation is not only much longer, but tedious, and liable to many inconveniences and dangers.

Merchandize may, in general, be embarked the whole winter through at Odessa; but, from Taganroc, the navigation generally ceases in the month of November, and does not open again till the end of March or April.

Insurances may be effected with insurance companies at Trieste, who have an agent at Constantinople;—on good European bottoms going from Odessa, in the fine season, to Constantinople, at from two to three per cent. but, in Greek bottoms, from three to four per cent.; whilst, from Taganroc, the premium is generally from five to eight per cent. and, under particular circumstances, ten or twelve per cent. being hardly any other than Greek vessels. Indeed, the business is carried on by the Greeks, with whom it is impossible to cope; they have a very strange method, by their precipitation, of ruining every branch of commerce they attempt to cultivate.

The articles of Russia produce, generally shipped for Turkey, are, iron, wheat, tallow, sail-cloth, caviar, cordage, and anchors for ships

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of war. Furriery, double and single refined loaf-sugar, if the prices are low in Russia; broad and narrow linens, all nations can import from Russia, through the Dardanelles principally, but under Russian and Austrian flags; by means of those colours, Spain, France, Venice, Trieste, Italy, &c. &c. import a great deal.

The returns to Russia, in Turkey articles, for general consumption, are wines, dried raisins, black currants and figs, some silks and cotton; of each of these last articles, from a million to a million and a half of dollars annually; and, what may appear extraordinary, chiefly by land, when they can have water-conveyance a great distance in Russia and along the Turkey frontiers or entirely across the Black Sea.

Imperial crown pieces are to be had, to any amount, at Constantinople.

The Russian and Austrian flags, like the Ottoman, have free egress and regress, without any expense, or other delay, than merely exhibiting the required documents, at the Dardanelles. The same privilege has been granted to the British and French flags.

Taganroc is a convenient situation for the trade of the south-east interior of Russia, which is carried on at little expense, by means of the Don, ascending that river to where the Wolga becomes contiguous, when goods are conveyed overland, and then ascend the Wolga, by which channels all the produce of Siberia and the Caspian is easily conveyed; and by which, formerly, Russia imported figs, wines, raisins, cotton wool and yarn, silks, drugs, oil, and other articles; by this means, the principal traffic was carried on in exporting caviar, butter, tallow, iron, &c. before Odessa was established. The navigation betwixt the Düna and the Dnieper will make some difference now to this trade. Constantinople takes about 30,000 kintals of iron annually, (equal to about 1650 tons) and Smyrna takes as much.

A considerable business is done in bills of exchange, betwixt Taganroc, Odessa, Constantinople, and Mosco, among the Greeks and their connexions, but they have no regulated course.

The Black Sea trade with Smyrna is likewise considerable; exporting from Taganroc thither, annually, chiefly of iron from 30 to 40,000 kintals; grain, value more or less, from 2 to 300,000 Turkish dollars of 40 paras; tallow may be about from 40 to 60,000 okes, which comes in lea-

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ther packages, like butter; coarse canvas from 18 to 20,000 pikes, annual consumption; canvas for bedding, from 10 to 15,000 pikes; caviar, of the weight of 80, to 100,000 okes; butter, to the amount of from 30 to 60,000 Turkish dollars; sheep's wool, tallow, canvas, and hair-sacking together, may be reckoned from 40 to 60,000 Turkish dollars.

Furs drest from 3 to 400,000 dollars, are generally exported from Russia to Smyrna alone. They find their way by and to Usungiora and Silemnia, in Romelia, where there are, annually, two fairs, and where they are bought by the shopkeepers from Turkey.

The exports from Smyrna to Odessa and Taganroc were, in 1800, estimated in red coarse cotton yarn, from 3 to 500,000 Turkish dollars; dried fruit, that is, figs and raisins, from 1 to 200,000 dollars; Metelin olive oil, more or less, from 2 to 400,000 dollars; Samos wines, do. from 50 to 100,000 do.; madder roots, from 20 to 30,000 do.; incense, from 30 to 60,000 do.; cotton-wool, from 50 to 60,000 do.; gum Arabic, safflower, dates, &c. from 30 to 70 to 80,000 do. Egypt and Syria generally take from 10 to 15,000 quintals of iron from Smyrna, annually.

The ships, for the most part, in the Black Sea trade, betwixt Russia and Turkey, are indifferent; nor are many of their commanders much better, — generally being men whose character will not bear much examination.

The whole of this trade is in the hands of the Greeks, on account of the extraordinary assiduity, economy, and personal attendance to their business, which no foreigner can equal. Their assiduity and personal attendance never cease, even during the time Constantinople is infected by the plague, which drives every foreigner into the country. The imports from Russia being subject to retail, their advantage is evident. All foreigners are burthened by brokers attached solely to one house, who receive full five per cent brokerage, between the buyer and seller. The Greek saves that charge, and at most pays a half per cent. The foreigner receives his information from his broker, who is a Jew, respecting the markets: — the Greek attends to it himself. The Greek houses generally consist of two or more partners; and in their export trade one of them is sent to the Islands to provide the wine, oil, soap, silk, &c. with an allowance of a few pence

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per day, for his nourishment. The advantage does not solely rest on the trifling charge, but mostly in the advantage of purchasing in person, and suffering no deceit in weight or measure. What is advanced relating to the advantages of those people is manifested by their possessing, exclusively, every trade open to them. The adventures of those people to Russia are accompanied by a partner, as supercargo, who sells and provides the returns. The trades between Germany, Holland, and Italy, with Turkey, is immense; and yet not one native house of any of those countries exists either at Constantinople, or at any one of the scales in Turkey, excepting Aleppo. It now follows to consider the continuance of communicating with England by the same rout, or by the Black Sea. On that subject it is not difficult to form a judgement. It must be remarked, in the distance from England to Turkey, through the channel described, there is not much interior navigation made use of, whilst, by the Mediterranean, there are long delays. During the months of June, July, and August, it rarely happens that ships can clear the channel, from the Dardanelles to the Black Sea; and, when there, the Etisian winds often render their voyage very long. The Palos Meotis is not navigable from November to April, at Taganroc; and that place furnishes all the iron exported, and some corn, which are articles of the greatest demand for Turkey; and the export to Italy and Spain. Odessa, however, will furnish all produce, iron excepted, at a reasonable rate, from the Ukraine, and the fertile countries communicating with the Dnieper. Twelves months, however, will be requisite for a ship to perform a voyage from London to any port in the Black Sea and back.

From the remarks which have arisen in treating of the trade betwixt Russia and Turkey, and that relative to the commerce of the latter with Great Britain, we must beg leave to make a digression, and to offer a few observations on the British Turkey trade, particularly as a new avenue will shortly be opened by which the British merchants may avail themselves during war, at as little, or less, expense, and in as little time, as that by way of the Mediterranean in the period of peace.

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Turkey Trade from England, through Russia, and over the Black Sea; and State of the Trade betwixt Great Britain and Turkey.

It may be said to be deviating from the principle of this work, to touch upon the trade of Great Britain with Turkey; but, whilst treating of the trade of Russia in the Black Sea, and that of Turkey with the former empire, it will be observed, in the few remarks which are here offered, particularly in time of war, that the merchants of Great Britain might carry on their trade, from hence to Turkey, through Russia.

This company, in London, had its charter granted in 1581, and sprang from a decayed company of merchants trading to Barbary; it was once a joint-stock-company, and has been sometime, as it now is, a regulated company, having its own, and bye-laws, which are contained in one hundred and thirty-eight articles. The admission into this company is by application to the governor, deputy-governor, treasurer, or secretary, paying twenty pounds, taking the oaths prescribed; and conforming to its bye-laws and regulations.

There is a British consul general at Constantinople, entirely for commercial purposes; and consuls at Smyrna, Salonica, Alexandria, and Aleppo; vice-consuls at Patrap, Scio, and the Dardanelles, and an agent at Cyprus, who are appointed by the Levant Company, or by their recommendation.

An act passed, in 1780, allowing the Irish the same privileges as the British merchants in this trade, so that it is open to all British subjects becoming members of this company; and that every one trading there should become such is only policy; for some discoveries, leading to such a regulation, were made, arising from French products and manufactures being imported into Turkey, under the former British privileges. An act was passed, in 1753, for regulating the company, and authorizing them to make bye-laws. Although it was nine years previous, that strong remonstrances were presented, stating the cause of the decline of the Turkey trade. The French account of the Levant-trade, given in 1787, is interesting; and, to this day, they view it with a most envious and wishful eye.

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A short period ago, an author* gave his sentiments upon the trade of Great Britain with Turkey; and, attributing a spirit of monopoly to this company, this, and other statements, was ably answered by Edward Lee, Esq. one of the most respectable merchants of London in that trade, who had long resided in Turkey, and who, with ability and great good sense, maintains his arguments with conviction, founding them on experience and facts.

A few words relative to the Turkey Company, and equally applicable to the Russia and all other regulated companies, may serve to remove error and prejudice.

The word Company signifies persons associated for the purpose of carrying on a particular branch of trade, or for some particular purpose, and implies, in a general sense, that they do so with a joint stock.

The traders in a regulated company do not properly form a company at all: it is only a subscription, and the subscribers to Lloyd's might as well and properly be termed a company, (for they act independently, though subject to certain regulations,) as the Russia and Turkey merchants are.

The meaning of the word would be of little importance, were it not that the idea of a company carries with it the idea of monopoly, of restraint, of high prices, and high profits, thereby exciting prejudice against those who belong to such societies or regulated companies. This has gone so far, that it may lead some time or other to the abolishing entirely the form of such companies, it may therefore be well to observe, that when the trade to a country is such as to require some general expenses and regulations for its convenience, it is always well to have a regulated company. Thus it is to Turkey and Russia, but it would be totally useless to the United States of America. New branches of trade require in many cases a general concurrence and effort to make them prosper, and this is best effected by a regulated company. When the trade is of great national importance, such as the West India trade, government finds itself under the necessity of

* Mr. Eton.

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providing funds for general purposes, and the merchants find it necessary for their interest to meet in assemblies, and act in concert. The owners of shipping have found it necessary also to assemble, and to contribute funds for certain general purposes, which is in fact, (though without any authority from government) acting as a regulated company; and as this is done, of their own free will, by men who best understand their own interests, there can be no doubt of the advantage and utility.

It is unnecessary entering into the historical or commercial researches of this company; it is sufficient to remark, and it does the highest honour to those composing the Direction, that no merchants can act with more laudable or disinterested zeal than they, in promoting the trade of this country with Turkey; but there are physical and moral causes, however, aided and supported by the liberality of government, which will counteract their patriotic endeavours. It is needless here entering into details, which at the best might be deemed speculative, when the ability, experience, and exertions of those who have resided in the country, and devoted their whole talents and views to promote the British trade to that quarter, find it attended with but little success. The French have been indefatigable at all times to promote and even monopolize this trade, from their local and superior advantages over England, but likewise hitherto in vain.

The interior facilities now forwarding in Russia, and the great attention to promote its commerce, will open a new channel by which the British trade to Turkey may be carried on, and no doubt it will be so if Russia considers her own interest. A transit trade can be made equally profitable to Russia as that which consists in her own produce, and as much to her interest.

If Russia wishes to extend her navigation, she should take off all unnecessary restraints or duties, which can in any way tend to check it; for the same number of men will gain as much or more by the carrying-trade in this instance, as by cultivating the soil.

The British commerce with Turkey may then, at a moderate expense and risk, and in a reasonable time, be carried on through Russia, when Great Britain and France are at war, when the premium of in-

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surance is high, as well as freights, and when great delays often occur by waiting for convoys.

Hitherto, such articles of value, as would bear the expense by land through Germany, has been defrayed by the premium which would have been paid for the sea risk. From the borders of Germany, overland to Constantinople, frequent robberies occur, from the nature of the government police, so that a new channel, which we shall point out, seems preferable, to the more tedious conveyance through Germany, even supposing that the Elbe and the Rhine should be joined to the Danube: these are considerations worthy the notice of those in the British Turkey trade.

In time of war, the freight from London to Turkey has often been from 8*l.* to 10*l.* sometimes to 12*l.* per ton, and even higher, according to the nature of the article. The premium of insurance, from 18 even to 35 guineas per cent. has been paid, but with returns for convoy, which has left from 10*l.* to 20*l.* per cent. net premium to pay upon the goods, exclusive of a detention of some months for convoy. The new channel to be here pointed out will save great expense as well as time, by the way of Riga, up the Düna, and through the Beresinski canal, which will be finished this year, to join the Dnieper: this channel is preferable to that by way of Konigsburg, (which will be described under that head,) Memel, Petersburg, or any other, because the goods, by way of Riga, will have to ascend a less distance against the current, and sooner get into a favourable one to decend the Dnieper to Odessa, from whence the frequent, nay, almost constant opportunities will cause great expedition. The Spring and Autumn would be particularly favourable to this new mode, not only in ascending the Düna, but descending the Dnieper, till the obstructions in that river are completely removed, which are already described in treating of the rivers of Russia. Supposing the merchandize was shipped from England in the end of March, to Riga, they would arrive in the middle of April at that city; and, on the canal being completed, from the great traffic which will be carried on by this channel, immediately proceed forward for the Black Sea; a month might be allowed, the expense would be trifling, as well as the risk.

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The freight from England to Riga might be reckoned about 20*s.* per ton, as most vessels to Russia go in ballast, or only part loaded. The premium of insurance in Spring and Summer would be only four guineas per cent. to return two per cent. for convoy. The transit duty through Russia would be one-eighth part of the customs, as will be seen at the end of the last chapter in treating of Russia, and in some instances, by Odessa, nothing. The expense from Riga to Odessa might not exceed 50*s.* per ton, by water, and not more by the sledge-roads, part of the way in winter. The freight from Odessa, as well as the insurance, are both reasonable, as is already mentioned in treating of the trade betwixt Russia and Turkey; so that, taking the freight from England, by way of Riga or even Konigsburg, to Constantinople, it would only be about half of that by the Mediterranean, in time of war and the premium of insurance altogether not more than from four to six per cent. being only from one-third to a half of the amount by the other route.

The calculation is chiefly made to Smyrna from England, and to Constantinople by the way of the Black Sea; the intermediate expense would be but trifling. For the information of the British merchants and manufacturers, a short sketch is given of the trade collectively to the whole Turkish empire, trusting that some information may be selected therefrom, by those wishing to extend their trade to that quarter.

The principal Imports into Turkey from Great Britain consist of

West-India coffee Java ditto Pepper Loaf sugar Powder ditto St. Domingo Indigo Carolina ditto Guatimala ditto Louisiana ditto Tin plates Lead Rice	All these articles are of considerable consumption at this market, and generally command ready money or short credit.
Shalloons, common fine Cloves Cinnamon Mahoots Shallots Kersymeres of usual breadth Broad-cloth Hair-list drabs	Those articles, excepting kersymeres and hair-list-drabs, are of *very considerable* consumption, and are usually sold at a credit of 2½ and 3 months, which is generally prolonged to 3, 3½, or 4 months.
Pimento White ginger Nutmegs Fernambuc wood Santa marta Logwood Lead shot Iron Irish butter	These articles are also in general demand, but of less considerable consumption.

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The Money, Weights, and Measures, at Constantinople.

MONIES.

The current coin of Turkey, by which all goods are bought and sold, is a piastre, or dollar, subdivided into 40 parts, called paras, though all accounts are kept there by the English in piasters and eighties.

The current exchanges more or less are with

London 14 $\frac{4}{40}$ piastre per last.

Holland $\frac{45}{40}$ of a piastre per current florin.

Vienna $\frac{14}{40}$ of ditto per ditto.

Leghorn $\frac{110}{40}$ of ditto per dollar of eight rials.

The exchanges are observed to rise in the Spring, and continue to do so till the approach of Autumn, when they invariably fall. This latter being the season when all the staple commodities of that country come to market, the returns being then made in goods, the number of remitters become of course diminished, and bills on Europe more plentiful.

WEIGHTS.

The weights by which all gruff goods, spices, dyes, &c. are bought and sold, are as follows: the smallest is called a Dram, though not agreeing in weight with the English dram, and of which 112 are equal to 1lb. English.

An oke, composed of 400 of the said drams, or about 2¾ lb. English.

A Kintal, composed sometimes of 44 okes, and sometimes of forty-five, according to the article vended. A Pood contains 13⅓ okes; 112 lb. English makes 40 okes Turkish.

MEASURES.

The only measure of lengths used in this country, in the sale of cloth, stuffs, &c. is called a pike, and is usually subdivided by thirds. It contains 27 inches One yard English makes 1⅓ pike Turkish.

The measure of grain is called a killol, of which 8½ make a quarter of wheat in London; and 4 killow of rice, if it be of good quality, ought to weigh—lb. English.

At SMYRNA.

100 rotoles make 1 kintal, equal to 123lb. English.

44 okes make 1 kintal of cotton wool.

45 ditto make 1 ditto of other commodities.

1 oke is 400 drams, equal to 2¾ lb. English.

1 ditto of opium is 250 drams.

1 ditto of saffron is 120 ditto.

1 ditto of goats' wool is 800 ditto.

2400 drams is 1 batman of silk.

610 ditto is 1 tiffer, by which silk is bought.

Accounts are kept at Smyrna in piastres and aspers. The English houses calculate 80 aspers to the piastre, others 100, and others again 120.

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General Imports from Turkey into Great Britain.

Imports.	Package.	1790	1791	1795	1799	1802	1804
Cotton wool	Bales	12131	2838	1585	1350	3666	234
Carpets	do	119	178	118	7	180	234
Madders	do	2651	5781	1427	—	3558	2265
Yellow Berries	Sacks.	233	419	752	64	799	699
Goats wool	Bales.	124	247	62	94	77	119
Sheep's wool	do	111	100	—	—	—	38
Mohair yarn	do	190	190	179	326	311	377
Sponges	do	53	76	144	74	27	266
Silk	do	100	306	93	—	10	15
Cotton yarn	do	241	252	546	23	154	422
Safflower	Par.	358	428	114	319	703	906
Gum Arabic							
Assafœtida							
Gallbanum							
Tragacanth							
Opium							
Galls	Sacks	438	367	327	10	659	318
Whetstones	Bar.	27	34	100	—	56	114
Raisins	Cask.	378	3638	382	493	1546	8858
Figs	Bar.	2767	7505	2657	441	3125	9304
Valonea	Tons.	176	273	2	—	120	159
Emery stones	do	—	33	57	7	113	110
Boxwood	do	71	200	—	15	133	201
Liquorice root	Cwt.	—	—	—	—	—	40
Goat skins	Bales.	87	330	—	—	—	764
Sheep skins undrest	Pieces.	380	11	—	—	—	—
Unwrought copper	Tons.	168	12	—	—	—	37

General Exports to Turkey from Great Britain.

Exports.	Package or weight.	1790	1791	1795	1799	1802	1804
Muslins and calicoes	Bales.	98	156	59	202	66	151
Cloths	do	124	216	279	196	101	14
Stuffs	do	7153	1666	602	729	273	79
Glass & earthenware	Crates.	—	83	47	494	230	277
Clocks and watches	Cases.	31	32	27	17	41	46
Indigo	Casks.	124	138	311	222	76	64
Guns and pistols	Cases.	14	6	—	—	179	22
Hardware & cutlery	Parcels.	32	30	6	203	79	27
Iron plates	Boxes.	—	52	130	—	—	276
Sugar	Casks.	104	112	120	443	1029	123
Tin in barrels	Barrels.	1360	1495	2423	3180	990	316
Lead shot	Casks.	2668	919	1277	575	373	394
Red and white lead	do	—	—	—	—	—	128
Wrought & cast iron	Tons.	296	1266	10	163	21	24
Brasil wood	Pieces.	100	51	—	2424	55	10
Rum	Punch.	14	12	10	54	27	51
Tin plates	Boxes.	1097	1769	—	—	1381	740
Lead in pigs	Pieces.	6372	4967	3265	7357	1178	915
Pepper	Bags.	388	318	548	644	632	—
Pimento	Casks.	57	25	—	—	10	—
Tar	Barrels.	508	128	—	—	—	—
Rice	do	507	—	—	565	—	—
Coffee	Bags.	177	262	1584	1371	787	3

The Value of the Imports and Exports to and from Great Britain and Turkey.

Years.	Imports.	Exports.	
	£	£	
1701	386611	239102	Great Britain.
1705	50174	90443	
1710	11610	417690	
1715	311903	181109	
1720	398564	359838	
1725	345379	252317	
1730	291786	174103	
1735	126191	292797	
1740	26787	150374	
1745	225797	780	
1750	189285	172800	
1755	69687	71589	
1760	58916	55730	
1765	122652	91735	
1770	164366	22032	
1773	163538	118475	
1782	41325	4248	
1795	146906	82440	
1791	178388	189291	England only, being nothing from Scotland.
1792	290599	273785	
1793	184681	45270	
1794	324906	117700	
1795	84299	149938	
1796	150182	155510	
1797	104838	23532	
1798	42285	62168	
1799	33091	225078	
1800	199773	166804	
1801	141137	172198	
1802	182424	180000	
1803	175427	155369	

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State of the Trade and Navigation of England with Turkey, in the Years 1800, 1801, *and* 1802.

Years.	Value of the Imports from Turkey.	Exports to Turkey.		Total Value of Exports.	Ships Inwards						Ships Outwards		
		British Manufactures	Foreign Merchandize		British.			Foreign			British.		
	£. s. d.	£. s. d.	£ s. d.	£ s. d.	Vess.	Tons	Men	Vess	Tons	Men	Vess	Tons	Men
1800	199773 9 10	111096 0 10	55708 0 5	166804 1 3	14	4439	267	5	1145	110	6	2456	146
1801	141137 10 6	106878 17 11	65319 3 3	172198 1 2	7	1839	117	2	274	21	10	2235	143
1802	182424 13 4	101575 10 1	78424 14 6	180000 4 7	19	3789	245	1	180	9	18	3888	217

CHAP. IX.

Of the Loan Banks.—Assignation and Aid Banks.—Discount Office.—Table of Money lent on Russian Produce.—College of Commerce.—The Brack.

DURING the reign of Catharine the second, three different banks were established at St. Petersburg; and during the reign of the Emperor Paul, the Aid Bank, and Bill Discount Office.

1. The LOAN BANK, or LOMBARD, is an establishment, the profits of which, belong to the St. Petersburg Foundling Hospital; by an ukase of the Empress in 1772, to prevent the usury and oppression to which the poor were exposed. The Lombard lends on gold and silver, three-fourths of the value, on other metals it lends half the value, and on jewels, as much as the circumstance of the times will allow, an estimation being made by sworn appraisers. The rate of interest was regulated and established in 1786 throughout the Empire at 5 per cent. At the Lombard, one year's interest is taken in advance; pledges that are forfeited are publicly sold, and what they produce more, than what the capital advanced, the interest due, and the charges amount to, are returned to the owners. Money can be deposited in this bank, for which no interest is received, and it may on two days notice be withdrawn. If moneys are paid into the bank, and a declaration made that the same shall remain a year, or longer, and that three months notice will be given, when intended to be taken out, then the lawful interest on the capital is allowed, payable in the same sort of money, as that which was put into the bank; as is likewise the capital when withdrawn.

2. THE ASSIGNATION BANK was established by the Empress in 1768 for St. Petersburg and Mosco, which was opened in 1770; afterwards in many government towns bank-comptoirs were established, where, likewise, on paying copper money, assignations were issued of 25, 50, and 100 rubles paying the assignations, when presented again, with copper money.

In 1786, this bank was changed into a Reichs (imperial) Assignation Bank, at St. Petersburg. Their notes issued, are on white, red, and blue paper, manufactured for the purpose; the blue for 5, the red for 10, and the white for 25, 50, and 100 ru-

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bles each. When this was converted into an imperial establishment, the former old assignations were all called in and exchanged for new ones. This bank exchanges injured or torn assignations for new ones, or pays in copper money if demanded: according to a declaration made by government, the amount of the bank assignations to be issued, was never to exceed the sum of one hundred millions of rubles, which, if the silver ruble is reckoned at three shillings and two-pence, is above fifteen millions sterling, being nearly as much as the Bank of England issues, and considerably more, than it did, before its restriction of paying in specie.

3. THE LOAN BANK, *for the Nobility and the towns*, was established by Catharine the second also, in 1786. Its destination is to lend to the nobility, on landed property, or on male peasants (boors), according to the revision-register of 1781, taking each head at 40 rubles. Its intention was for assisting the nobility and promoting payment of debts, and the improvement of their estates: the emission, for this purpose, is limited to twenty-two millions; and a sum of eleven millions is appropriated for lending on stone and brick houses in towns, and grounds adjacent; the loans are made in bank assignations, which very much encouraged their circulation. The interest is 5 per cent. and 3 per cent. is paid as a reimbursement of the capital advanced. Those reimbursements are put together and deducted from the loan, or the number, of mortgaged peasants are lessened. In this manner the interest and capital are reduced; and the whole debt is fully extinguished in twenty years.

To this bank is annexed an insurance establishment against fire, for the houses, and fabrics, on which it makes advances, and on other property, which must be valued by a court, when, three-fourths of the value is lent, and 1½ per cent. premium is annually paid. This bank has also the privilege of coining money from imported silver and gold coin, or plain silver, gold, or copper, according to the regulations of the mint office. It also has liberty of discounting bills at ½ per cent. per month.

According to an estimate made, the maintaining the assignation and loan banks, annually costs government 116,000 rubles.

The State of the Imperial Loan Bank in 1794, *and which had in effects Rubles* 38,540,468:39½ *as under,*

DEBIT	ro.	co.
To the original capital of the bank, anno 1754	404560	36
the former bank of Mosco	1403412	10¼
Assignation Bank	26447686	87¾
by supreme command, paid in by the late general procureur, Prince Vasenskoy	478011	35½
by the late high steward Yelagin	9820	66¾
the legacy of Prince Kantimir	102834	2¾
from the Security Bank	21382	77
from the revenues of the estates Bogoroditza and Bobrikeevitch	103425	64
the fund for the erection of universities and schools	858587	61¼
the capital of the St. George's order	527358	29¾
the College of Commerce	5509	56¼
the Artillery Cadet-Company	34774	74¼
the Academy of Sciences	30367	50
the Court Stable Kontora	121852	4¼
the school direction	122856	2
the general post direction	441247	72¼
the magistracy of St. Petersburg	8126	43¾
the college of general concern of ditto	90625	79½
the provision magazine of ditto	404532	28¾
the finance chamber of Mosco	45720	22½
ditto of St. Peterburg	2072	46¾
the printing-office of the synod	31250	—
the monastery of St. Serguis	2563	75
the monastery of St. Cyril	4006	50
sundry private persons	4987249	11½
the Imperial Finance Office, at Petersburg	4955	48¾
several, for sums sent in without proper explanation	7188	71½
interest for taxes paid before due	42	50
the Assurance-Office	56148	73¾
the capital of the bank	1782319	10¾
Total. Rubles	38540468	39½

Consisting in

Gold and Silver	Rubles 1273507	60
Assignats and Copper	37266960	79

CONTRA,	CREDIT.	
By various debtors for 8 years	Rubles 1108114	8¾
ditto 20 years	17333369	50¾
ditto 22 ditto	7841538	70¾
the Bank of Ekatarinoslaf	1213016	19¾
In Cash	1071403	90¾
Total	38540468	39½

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THE AID BANK.

This bank was established by the Emperor Paul, by an ukase, dated the 27th December, 1797, commencing its operations on the 1st March following: as it is rather novel in its nature, an abstract of its plan, and some of its regulations are given.

The preamble sets forth that, "numbers of the class of nobility, groaning under a burden of debts, either descending by inheritance from father to son, or incurred by profligacy, had caused many of the nobility to fall into the hands of rapacious usurers, by whom they were plundered of their estates and property, to the ruin of an innocent posterity; therefore, to enable the nobility to discharge their debts on the one hand, and satisfy the creditors on the other, his Majesty establishes an Imperial Aid Bank, under certain conditions and regulations, of which the following are some of the rules:"

1. The relief to be granted according to the necessities of the applicant, and according to a certificate of the value of the landed property, and the mortgages upon it, or the immovable property.*

2. Those, whose estates are burdened with debts, and wishing for aid, must present a petition to the directors of the bank for the same, and produce legal and requisite testimonies relative to any incumbrance.

3. The distribution of the aid to be given is issued upon immovable property, according to the number of people taken at the last revision, which, in governments of the first class, is at 75, the second at 65, the third at 50, and the fourth class at 40 rubles each boor. Of the classing the governments register is given.

4. Exclusive of making advances on immovable property in Courland, Liefland, and Esthonia, it lends on manufactories in proportion to their value.

5. The relief to be given by tickets upon this property, are according to a certain form, &c.

6. Orders their currency; to establish their credit, to be received in all departments of the government as a legal payment.

7. Those who have borrowed from the fund of the Foundling Hospital and the Loan Bank, may transfer the same to this bank.

8. Tickets are made transferable from one to another.

9. Though the tickets are securities on real or immovable property, all the governments are ordered to protect them.

10. Orders all government departments to receive these tickets, in payment, whenever presented.

11. The term of the tickets to be in circulation is twenty-five years, reckoning from the period, the bank was established, and regulates the manner in which the tickets, and advances are to be issued; but the interest for the first five years is fixed at 6 per cent. on the amount of the debt only.

12. Relates to the periods of paying the interest, and repaying the capital by annual payments.

13. The payment of the annual interest to be in copper money, or bank notes; but the first payment towards liquidating the capital, may be in the tickets of this establishment.

14. The payment of the interest, to be made three months before the period of the annual opening of the bank.

15. Those who receive aid must terminate or pay, within twenty-five years, from the time the bank was opened.

16. Directs the bank to settle its interest accounts once every year; and those who do not receive that, which is due within six months after from the bank, forfeit any future claim to it.

17. The borrower can redeem his pledge, on paying in copper, or bank notes, and allowing the difference betwixt the interest paid, and that received by the bank.

* Immovable property is here meant the boors, or slaves, upon the estate.

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18. When the capital and interest are repaid, the estates to be declared free, and published in the news-papers.

21. The rules of the Loan Bank, instituted in 1786, to be followed; which point out the mode of the provincial courts sending certificates.

22. Makes the governors of provinces, officers of the courts of justice, and all concerned, even to the clerks, responsible, that the property is of the value, the certificates they grant express.

24. Possessions so mortgaged in this bank, are not liable to confiscation, or prosecution by public, or private claimants.

25. Any nobleman, even after mortgaging his estate to this bank, can sell it to another, but subject to the same obligations the original proprietor imposed.

27. Orders the money advanced to be paid out in tickets of even sums, and notice to be sent to the government in which the property lays, of its being pledged; and likewise orders its being published in the newspapers.

28. "The borrower, having received the tickets from the Aid Bank, has a right to offer them immediately in payment of his debts; and, if any creditor shall refuse accepting the said notes in payment, he shall be declared a notorious miser, and an abominable usurer; the capital sum he has to claim as creditor, shall be converted into a debt against himself, and he shall be arrested for the benefit of the bank; at the same time, all bills or obligations, of whatever kind, held by him for said capital sum, shall be cancelled, and the payment transferred towards augmenting the capital of the Aid Bank."

29. Allows any nobleman, even not in debt, to borrow money upon his estates, to enable him to carry on agriculture, establish works and manufactories, for public or private benefit.

30. Establishes fines in case the interest is not annually and punctually paid, the fine increases from 1 to 3 per cent. each month, till three months are expired; and if part of the capital is not then paid, the bank sends notice to those noblemen residing nearest the estate, who must receive and remit the produce of it to the bank; and, on neglect to be punished as a principal.

31. And the owner of the estate is ever after deprived of any interference till the debt is paid.

32. Those residing at a distance are allowed to pay the interest to the government chancery, or post-office, allowing to it a half per cent. usually charged for conveyance of money. The tickets will be received by the bank, in payment of the mortgage, when presented by the proprietor in person, otherwise to be paid in copper, or bank notes.

33. As the valuation of the property, is made according to the number of males on the estate; no sale or transfer of them, is allowed during the continuance of the mortgage; and all governors of provinces, and others, are to suffer no decay in works or manufactories.

36. In case any debtors have any property described, and refuse to pay their creditors, the latter, on petitioning the directors of the bank will examine into the case; and, if found just, will take the debtor's estate in pledge, and satisfy the creditor, if the property is adequate thereto, by paying in bank notes or tickets.

39, and last article. "We have provided for the mutual accommodation of debtor and creditor, and sufficiently secured the interests of each; *we* are resolved to admit of no alterations subversive of these rules and regulations; and therefore *order*, that no petitions or representations of any kind whatever, from either debtors to the bank, or their creditors, shall be received; and whoever dares to present such, shall be accounted a disturber of the peace."

"After these regulations, his majesty hopes, that when the debtors are rescued from the hands of the usurer, and the fair creditor is paid, they will double their care and attention to all sorts of useful economy, laying aside, more and more, all extravagance and unnecessary expense in their families; thus guarding them from poverty, and confirming their property on foundations never to be shaken or destroyed."*

(L. S.) PAUL.

* That some idea may be formed of the extent of the aid thus offered to noblemen, and the criterion by which their property is estimated, it may be well to observe, that in Russia the population does not amount to more (towns included) than one family to a square mile;

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The English reader will see these extraordinary arrangements with astonishment, and from them may judge how far Russia is behind this country, both in knowledge of liberty and finance. The care with which the articles are drawn up, and the embarrassment which they must necessarily bring on those who have recourse to such a mode of paying debts, are difficult to be accounted for, unless there might have been, either from the fate of Poland or some other cause of a peculiar and political nature, reasons which it is not in the province of this work to enter into.

DISCOUNT-OFFICE.

The establishment of the Discount Office, for the advance of money upon bills and Russian products; and also of an Insurance Office, (exclusive of the Imperial Assignation Bank) for the purpose of insuring such goods upon which advances may be made, are by the imperial edict of 18th December, 1797, in force and operated since the 1st March, 1798.

Regulations and Rules at the Discount Office.

The discount office is established for the purpose of aiding and invigorating trade, and commerce, solely for the benefit of the Russian merchant, fabricant, and manufacturer, having occasion for money for a certain time, until he can have the returns of his profits, and such will be thereby assisted.

1. This aid to be given upon such bills as may be brought by the merchant or manufacturer, being a Russian subject, as he may hold of purchasers of his goods, and solely of such goods as are purchased, the term of payment of which has not come round. This to extend over all the commercial towns of the empire.

2. Upon goods of real Russian produce and manufacture, given as security by the trading Russian subject, whether merchant, fabricant, or manufacturer.

3. To foreigners and all sorts of people, upon gold and silver, &c. &c. entrusted as a deposit at the office.

For the fulfilment of these obligations, the discount office divides itself into two parts: the first issues its cash upon bills, the second upon goods of real Russian produce, and upon gold and silver.

The bill discount office, to discount no bills of a longer date to run, than nine months at the utmost.

The rate at which the Bill Discount Office makes advances on native produce and manufactures to the proportionate value, according to the market price; the date allowed the note for each article; the

let us say they are all the families of boors, then there will be one boor for every square mile, or 640 acres: now, as 60 rubles was the average lent, according to the number of boors, that is about a ruble, on ten acres, or about 3*d*. per acre.

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premium of insurance from fire for that period; the brokerage and warehouse rent are contained in the following table.

Russia Produce and Manufacture on which Advances are made.	Date of the Notes for each Article.	Premium of Insurance for the Time.	Brokerage for the Transaction.	Warehouse Rent for the Time.	Proportion of the Advance, according to the Market-price of each Article.	
1 Iron in bars and assorted	From 6 to 6 Months.	$\frac{1}{8}$th per cent.	$\frac{1}{4}$th per cent.	$\frac{1}{12}$d per cent.	$\frac{3}{4}$	$\frac{3}{4}$
2 Hemp, of all kinds	3 3	$\frac{1}{4}$	$\frac{1}{16}$	$\frac{1}{24}$	$\frac{9}{16}$	$\frac{9}{16}$
3 Flax	3 3	$\frac{1}{4}$	$\frac{1}{16}$	$\frac{1}{24}$	$\frac{9}{16}$	$\frac{9}{16}$
4 Yufts	3 3	$\frac{1}{4}$	$\frac{1}{4}$	$\frac{1}{24}$	$\frac{9}{16}$	$\frac{9}{16}$
5 Sole, double, and pump leather	3 3	$\frac{1}{4}$	$\frac{1}{4}$	$\frac{1}{24}$	$\frac{9}{16}$	$\frac{9}{16}$
6 Goat, sheep, and shamoy leather, &c.	3 3	$\frac{1}{4}$	$\frac{1}{4}$	$\frac{1}{24}$	$\frac{9}{16}$	$\frac{9}{16}$
7 Prepared sheep-skins, white and black	3 3	$\frac{1}{4}$	$\frac{1}{4}$	$\frac{1}{24}$	$\frac{9}{16}$	$\frac{9}{16}$
8 Ditto seal-skins	3 3	$\frac{1}{4}$	$\frac{1}{4}$	$\frac{1}{24}$	$\frac{9}{16}$	$\frac{9}{16}$
9 Saffron and colours	3 3	$\frac{1}{4}$	$\frac{1}{4}$	$\frac{1}{24}$	$\frac{9}{16}$	$\frac{9}{16}$
10 Copper	6 6	$\frac{1}{4}$	$\frac{1}{4}$	$\frac{1}{12}$	$\frac{3}{4}$	$\frac{3}{4}$
11 Wax	3 3	$\frac{1}{4}$	$\frac{1}{4}$	$\frac{1}{16}$	$\frac{3}{4}$	$\frac{3}{4}$
12 Hemp and linseed oil, and liquids	1 1	$\frac{1}{16}$	$\frac{1}{4}$	$\frac{1}{12}$	$\frac{3}{4}$	$\frac{3}{4}$
13 Tallow	3 3	$\frac{1}{4}$	$\frac{1}{4}$	$\frac{1}{16}$	$\frac{3}{4}$	$\frac{3}{4}$
14 Ditto candles	3 3	$\frac{1}{4}$	$\frac{1}{4}$	$\frac{1}{16}$	$\frac{3}{4}$	$\frac{3}{4}$
15 Soap	3 3	$\frac{1}{4}$	$\frac{1}{4}$	$\frac{1}{16}$	$\frac{3}{4}$	$\frac{3}{4}$
16 Bristles	3 3	$\frac{3}{16}$	$\frac{1}{4}$	$\frac{1}{24}$	$\frac{5}{16}$	$\frac{5}{16}$
17 Hare-skins	2 2	$\frac{1}{8}$	$\frac{1}{4}$	$\frac{1}{16}$	$\frac{3}{4}$	$\frac{3}{4}$
18 Lime	3 3	$\frac{1}{4}$	$\frac{1}{4}$	$\frac{1}{12}$	$\frac{5}{8}$	$\frac{5}{8}$
19 Calamancoes and $\frac{1}{2}$ ditto pieces, pce. of 50 arsh.	6 6	$\frac{1}{2}$	$\frac{1}{4}$	$\frac{1}{16}$	$\frac{9}{16}$	$\frac{9}{16}$
20 Flems, linen, and sail-cloth, pce. of 50 arsh.	6 6	$\frac{1}{2}$	$\frac{1}{4}$	$\frac{1}{16}$	$\frac{9}{16}$	$\frac{9}{16}$
21 Ravenduck ditto	6 6	$\frac{1}{2}$	$\frac{1}{4}$	$\frac{1}{16}$	$\frac{9}{16}$	$\frac{9}{16}$
22 Cordage	3 3	$\frac{1}{4}$	$\frac{1}{4}$	$\frac{1}{16}$	$\frac{1}{2}$	$\frac{1}{2}$
23 Pot and pearl ashes	2 2	$\frac{1}{4}$	$\frac{1}{4}$	$\frac{1}{12}$	$\frac{1}{2}$	$\frac{1}{2}$
24 Rhubarb	3 3	$\frac{1}{8}$	$\frac{1}{4}$	$\frac{1}{24}$	$\frac{5}{7}$	$\frac{5}{7}$

The regulations of this bank are by no means of so extraordinary a nature as those of the aid bank, and are not interesting enough to be inserted. The giving discount for bills at nine months, shews that the true spirit of the banking system is not known, and that lending on all sorts of produce, perishable as well as what is not, must rather hurt than assist commercial people. It would be very easy to prove, that aid of this sort, prevents individuals from augmenting their capitals; and, as capital and industry, jointly constitute the wealth of a state, it must do harm rather than good.

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College of Commerce.

IT is no doubt of importance to every government wishing to promote any particular object, or carry into execution more effectually any particular view, to establish purposely a board, under its immediate protection and sanction (distinct from other establishments), that more minute attention may be given, and more prompt measures adopted.

On this principle, the Russian government have, at Petersburg, established a College of Commerce, or, properly speaking, a Board of Trade, consisting of a certain number of directors, with a president, who take into consideration, and under their direction, every thing relating to the trade of the empire; and to that board applications must at all times be directed. It has the control of the brackers, brokers, and every department connected with commerce; in matters of dispute, it acts, likewise, in a judicial capacity; and the only appeal from its decision, in case of the dissatisfaction of either party, is to the senate, where 200 rubles must be deposited: a certificate being produced from the secretary of the senate, that the deposit is made, when the requisite documents are given from the College of Commerce, and proceedings commence in the superior court.

It is through this college, that the English only have the privilege, specially provided for by treaty, to appeal in cases of dispute, or for redress from the Russian subject; and through this channel only it is, that the native subject must apply for redress against the British merchants; amongst whom, if any disputes or controversies arise, the directors of the College of Commerce, very wisely order it for arbitration among the British merchants, who are selected for that purpose.

This is a sort of court of equity in commercial matters,—the decisions are prompt and attended with little expense, as the impartiality of the judges is at least equal, to what could be found in the common courts of law: it is attended with advantage.——Here it may not be improper to observe, that it is certainly of advantage in commercial matters, that differences should be decided speedily, not only because witnesses are generally ready, and the facts recent, and well remember-

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ed, but that it prevents the interruption and suspension of business, which would otherwise be occasioned. Inferior and prompt courts of this sort may be always corrected by the power of appeal, therefore they deserve approbation.

The Brackers.

The principal articles of Russian exportation, must be examined or bracked by competent sworn brackers: for this purpose, in 1790, sixteen Russian, and fourteen foreign brackers for hemp; five Russian, and three German for tallow and oil; four Russian, and three German for herrings (the Russian herring-brackers also brack caviar and isinglass); one Russian, and two German for tobacco; five Russian, and three German for yufts; two Russian, and one German for horse-hair and hog's bristles; one Russian and two German for hare-skins, were appointed.

Such are the excellent regulations relating to the brackers, that if, through any neglect or fraud, an inferior quality is passed which ought not to be, the bracker, whose name is affixed in some articles, and especially appointed for others, is liable to a very severe punishment as soon as the proof is produced, so that a precaution like the one mentioned prevents the possibility of an inferior article being substituted for the real one, and every merchant is sure that what he purchases is the very article he agrees for.

The merchant, in his purchases, has only to settle with a broker, who is likewise approved by the College of Commerce, and who makes a contract betwixt the buyer and seller. The goods are received and the business is dispatched.

The articles subject to brack are:*

Hemp, Flax, Tallow, Hides, Yufts, Isinglass, Glue, Caviar, Hare-skins, Bristles, Wax, Cow and Horse Hair, Linseed, Hempseed, and Train Oil, Tobacco, Rhubarb, Masts, Pot and Pearl Ashes, Saltpetre, Castor of Beaver, &c. &c. &c.

A certain rate is fixed to be paid to the bracker by the purchaser, which is very reasonable.

* Some articles are stamped; for instance, the casks with Tallow and Oil; Flax with a lead tally annexed by a string; Hemp in the inside of the bales by a wooden tally, with the bracker's name written thereon.

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Of the Exchange between Russia, and other Countries.

After having treated of the produce of Russia, and of its commerce and connection with other nations, as well as of its interior arrangements for aiding and facilitating trade, we shall give an account of its exchange; premising, however, that, as Petersburg, the capital of Russia, is situated at one extremity of Europe, it can never become an intermediate place, for the transacting such business between other nations. All its transactions of this sort do now, and probably always will, amount to nothing beyond what arises out of its own mercantile affairs, that is, of its sales and purchases. Russia never will be a country in which agency business can be carried on for others, to any extent; but, as its improvement proceeds to a greater height, the produce for exportation will increase in quantity, and the imports from other nations will augment nearly in the same proportion.

The subject of exchange is here rendered more complicated by the operations of the state, and its financial arrangements, which, being unknown at the time, cannot be ascertained correctly, particularly as they are but little understood, and, of course, opposite maxims frequently pursued. Besides, Russia is situated at too remote an extremity to come generally into the influence of exchange operations; so that we must consider the present observations as rather local.

The earliest account we find, relating to the Russia exchange, was at Mosco, in 1540, when the ruble was at one hundred and three quarters stivers upon Amsterdam. In 1633, it was at one hundred stivers; at a time, too, that the intrinsic worth of the ruble was eighty-six and sevententh stivers; it was at eighty-nine and two-sevenths in 1695, in which year the exchange on Holland was at one hundred and fourteen stivers. The average exchange at Archangel and Mosco, whilst the intrinsic worth of the ruble remained at the same rate, was ninety-five stivers on Amsterdam; and that year only eighty-eight schillings on Hamburg; on which latter city nothing was again done, in the exchange way, till 1781, when it opened at thirty-six and three-quarters schillings banco, and declined, before the close of the year, to thirty-three.

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In the year 1695 only the exchange on London was at one hundred and twenty pence, with the exception of only one year, 1710, when it was at eighty pence. We find no direct course on England till the year 1763, when a direct course was fixed on London, which has continued ever since, and when the silver ruble was worth thirty-six and a half stivers Hollands; but the course, in that year, opened at forty-nine stivers on Amsterdam, and fifty-five pence on London; since which period the exchange gradually declined, till 1793, when it was at twenty-two and a half stivers on Amsterdam, and at twenty-two and three-fourths pence on London, since when it has experienced great fluctuations.

In order more fully to elucidate these observations, a table of the exchange of Petersburg will be found on London, which forms the criterion for the whole empire, from January, 1788, down to the present period; which being compared with various political and financial events in Russia, will shew the effect they have severally had upon the exchange.

It has been the constant and wise aim of the Russian government to establish the credit of her paper upon a par with specie. Many attempts and expedients have been devised, some of which have operated in a contrary way, and they have generally all terminated, in increasing the circulation of paper.

In every country where paper is great in quantity, and has a forced circulation, its exchange, for gold and silver, becomes difficult: but as the difficulty is not always the same, the difference, or agio, is variable, and this operates on the exchange with foreign countries; for all the fluctuations that the operations of commerce occasion, are trifling compared with the effects produced by such a cause.

This, indeed, is easily understood, by recurring to first principles; for the exchange between two countries, where payments are made, in money, can always be regulated, at the greatest dilemma, by transporting gold or silver from the one to the other; but, where the payments of a country are in paper, for which real money cannot be obtained, bills of exchange have a relation to the credit of that paper money.

When more paper is issued than the circulation of a country re-

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quires, that alone will reduce its value; but if we add to this, violent and arbitrary measures, the evil becomes infinitely greater.—The Emperor Paul attempted, by an edict, to regulate the course of exchange, when he might just as well have attempted, by an edict, to hinder the waters from overflowing Petersburg in a violent westerly wind. In short, every attempt to regulate the state of the exchange, only made it worse in the end, by increasing the circulation of paper, which was the root of the evil. The history of the French exchange, during the reign of their assignats, is so well known, and the effect so similar to that of the Russian paper, though on a much greater scale, that it is not necessary to say any more on the subject, only to refer to the table under the head of Petersburg.

It must be observed, that when bank-notes were first issued, in 1769, they even bore a premium; soon after that period, till 1786, there was an agio allowed, from one to two per cent. on silver. It was not till 1790 any difference was made betwixt gold and bank-notes, and, in that year, eighteen per cent. was allowed in payment of bank-notes instead of gold. Previously (in 1788) thirteen per cent. for silver; in 1790, twenty per cent.; in 1793, forty-one per cent.; in 1794, forty-six and a half per cent.; and, in 1795 and 1796, forty-nine per cent.; and in 1799, at one time, from fifty-six to fifty-eight per cent. was the agio allowed for silver, payable in bank-notes; but it soon after fell again, and, in 1803, so low, that bank notes became about equal with specie. This did not continue long. A reference to the exchange-table will pretty nearly ascertain the agio betwixt bank assignations and specie, at whatever rate the exchange is, under thirty-six and a half Hollands stivers per ruble, or from thirty-seven to thirty-eight pence sterling.

Such are the fluctuations at Petersburg, in the exchange, that instances have been known of variations, in half an hour from two to four per cent. and so limited is its business this way, that remittances made by government, or the speculations of an individual, will frequently influence it materially. There are other causes which always affect this exchange, at one time or other; but it does not come within the view of this work to enter into details. The Russian government will, in the course of time and by experience, most likely take effec-

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tual measures to remedy the evil, and bring her paper currency upon a par with specie, which is no difficult thing under her situation: it is surprising the only method has not long ago been effectually adopted.

When the courses of exchange in Europe are open and free, it is sometimes most profitable, at Petersburg, to draw in money upon Amsterdam or Hamburg, instead of drawing direct on London. For instance, a house at Petersburg wishes to draw 10,000 rubles, for English account, either upon Hamburg, Amsterdam, or direct on London, which ever appears most advantageous. If it is found that the latest account brings advice that the exchange at Hamburg and Amsterdam on London

Is at Hamburg — schillings Flemish per pound sterling, at 2 months date.
Amsterdam — ditto ditto ditto

And at Petersburg that it is

— pence per ruble at 3 months date on London.
— schillings banco per ruble at 65 days on Hamburg.
— stivers per ruble at 65 days on Amsterdam.

If there is cause for some expected change, before the draft becomes due, betwixt Amsterdam and Hamburg, and London, the operation will be made accordingly. To remit from London to Amsterdam, or Hamburg, to meet those drafts, is almost always attended with a certain profit.*

* It may be useful, for the information of the commercial reader, to observe, that, by an ukase which took place March 1, 1798, all bills drawn in Russia, must be on stamped paper, the sums as follows:

10	to	1000 rubles	is	1 ruble stamp.
1000	to	5000 do.	is	3 do.
5000	to	10000 do.	is	5 do.
10000	to	25000 do.	is	12 do.
25000	to	50000 do.	is	20 do.
50000	to	75000 do.	is	30 do.
75000	to	100000 do.	is	45 do.

Also, all declarations of ship-masters at entry, papers for ships and galliots clearing outwards, certificates on goods incoming to be forwarded beyond the borders of the country,

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CHAP. XI.

Of the whole maritime Commerce of Russia.—Table of Ships of all Nations trading to that Empire.—The same, specifying the particular Ports.—Vessels in the Coasting Trade of Russia.—General Tables of the Trade of that Empire.—Table of the Amount of Exports and Imports of the Empire of Russia, from 1741 *to* 1803.—*Observations on the Trade betwixt Britain and Russia.—Table, shewing the Amount of the Trade between those two Nations from* 1700 *to* 1804.—*The Trade and Navigation of Great Britain with Russia during* 1800, *and* 1802.—*New Duties on Importation into Russia, fixed in* 1805.

THAT the increase of the trade of the empire of Russia may be farther illustrated, and to give some idea of the proportion of trade all powers have with that country, and the quantity of shipping each has employed in it, the following table, for the year 1802, is here inserted.

ukases for paying the proceeds of goods left unentered in the custom-house, and sold by public auction, all attestations of sea worthiness given annually from the city; ship masters, wharf, and all custom-house acts; also all powers of attorney, copies of wills, money accounts, contracts or agreements, and, in a word, all acts to be produced in a court of justice, or any government office, shall be written on stamped paper, and, unless they are so, no process to be had on them in any court whatever.

This ukase further states,

"For the accommodation of trade and the saving of postage, a thinner paper shall be prepared and stamped, on which the acts and documents mentioned above, and intended to be forwarded to foreign countries, may be written, and each such sheet shall be sold at 50 co.

"All papers to which the custom-house seal is affixed, shall pay the established seal-duty."

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States and Nations.	Ships.	Arrived in the Russian Empire.			Sailed from the Russian Empire.			
	Laden	Lastage	Unladen	Lastage	Laden	Lastage	Unladen	Lastage
Russian	216	12260	53	4694	266	19672	3	95
English	329	34220	642	65291	893	92861	39	3663
Dutch	35	2761	159	17543	177	19185	—	—
Swedish	226	10394	215	11684	433	21250	12	606
Danish	154	7851	209	11876	350	20343	—	—
Prussian	133	9550	269	20922	386	30992	4	313
Lubec	152	7585	14	1391	148	8474	1	54
Rostoc	23	881	20	1124	36	1757	1	48
Hamburg	22	2592	32	4316	57	8158	—	—
Bremen	17	1450	35	2995	51	4479	—	—
French	8	794	8	660	15	1304	—	—
Spanish	7	519	—	—	6	404	—	—
Portuguese . . .	8	476	—	—	8	476	—	—
American	38	3468	26	2738	63	6393	—	—
Mecklenburg . . .	5	288	63	3630	72	4189	1	65
Oldenburg . . .	4	261	20	1047	23	1200	—	—
Papenburg . . .	6	344	15	658	18	902	—	—
Munster	1	38	24	1926	26	1867	—	—
Austrian	70	6925	73	7018	137	14992	—	—
Republic of the Seven Islands . . .	17	1040	24	235	13	1046	1	27
Turkish	199	7181	207	5325	378	12942	4	77
Total .	1660	110880	2070	165075	3556	272949	66	4948

The English had first the chief command of the Russia trade, which they acquired by their capital, honourable, and liberal manner of dealing, thereby securing a respect and preference over other foreigners in their commercial dealings. But, as the Russians became enriched through the capital furnished by the English to carry on their commerce, they became less dependant, in the end, on their old benefactors; and during the last wars of Britain, acquired considerable fortunes; insomuch as to have given a new turn to the trade. The British formerly had so much influence, in Russia, that the prices were tolerably accurately calculated, upon the Royal Exchange of London, what they would be the following year; even many houses till within late years, used to contract at a sterling price delivered on board in Russia, but this plan has ceased since the Russians have got sufficient capital of their own, together with strict unanimity and combination amongst themselves, which, with the aid of the bank already described, enable them to keep up the prices, and make foreigners pay what they please, knowing that when the ships are arrived, they must be loaded.

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If the foreigner has not secured his goods, he must give the Russians their price, rather than let the vessel go back dead freighted, there being no other resource. None, in general, have been the cause of raising the prices, or suffered more from it than the Americans; for, not having secured, in winter, their quantities by previous purchase or contract; when they arrive, which in general is the first open water, they immediately purchase, for the sake of dispatch, at any price, before supplies have got down, taking what has remained over the winter. The Americans have paid dear for this method of doing their business, nevertheless their trade has increased, which will be seen by a table under the head of Petersburg. The prices in the early part of the season have been influenced by this practice, and have continued high afterwards, to the advantage of the Russians; who perhaps having got their goods down at an earlier period than usual, or before their stipulated time of delivery, in their contract, will sell goods for ready money to the Americans, and defer fulfilling the contract with others to the last day, in hopes of replacing the goods advantageously, and in the mean time profitably trafficking with the money; for no people are more keen or clever than the Russians, when they have interest in view.

As the Russian trade has undergone a very great change from what it was even a few years ago, and the command of it now got into the hands of the Russians, it will become less profitable to the foreign individuals engaged in it, and to this nation at large in particular, for so tenaciously are advantages held by the government, for the native merchants, that no others can sell the same articles on the spot; in short, they cannot traffic with produce. If a foreign merchant buys, according to the laws, he must ship it off, he cannot resell it: this restriction is in favour of the native merchants, and the system which has been adopted by government in establishing the bank mentioned, has been the means to enable them to raise the prices to a rate beyond what the respective articles may be produced and manufactured in other countries, which may occasion various evils to the Russians themselves in the end. The ships however being arrived, the Russians know they must be loaded at any price, however unfavourable the exchange may be, which is frequently another disadvantage; and these causes, of

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late years, have occasioned the Russian trade to be a losing one to foreign individuals and to all other nations, and a most lucrative one to itself.

It has been observed by some foreign writers that Russia might become a considerable maritime power, and be the carrier of her own produce; but if we consider the limited coast of Russia, without external colonies or fisheries, and her natural situation, blocked up from five to seven months in the year, it is contrary to the nature of things: even the small coasting trade she has, is partly carried on by foreign vessels, and what little they have of their own, from the limited coast, can never support a great naval power, nor form expert sailors. The state of the coasting trade of the whole Empire, in 1802, was

	For Transport.		For Fishing.	
	Vessels.	Lastage.	Vessels.	Lastage.
Russians	736 (266) Small	25866	281	—
English	15	1525	—	—
Swedish	4	195	—	—
Danish	8	238	—	—
Prussian	2	68	—	—
Lubec	3	143	—	—
Bremen	1	56	—	—
Hamburg	2	198	—	—
Papenburg	1	84	—	—
Oldenburg	1	35	—	—
Turkish	6	147	—	—
Total	779 and 266 small vessels for sea.	28555	281	—

At one view, will be seen the trade of all the sea-ports of Russia, and likewise the respective nations, which have frequented them, by the following table made up to the period expressed for the year 1803. This will best explain the whole trade of the empire, and its relative commercial intercourse with all other states and nations.

In order to give the reader, at one view, a state of the whole trade of the Empire of Russia, we have connected the whole together; the articles of import and export are classed under their respective heads, for the White Sea, Baltic Sea, Euxine or Black Sea, the land trade on the boundaries of European Russia, and that of Asia, as well as the transit trade for the year 1802.

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A List of Ships, and the Nations to which they belonged, arrived at the different Ports of the Russian Empire, in the Year 1803, *so far as the same could then be made up by the Returns received.*

To and from	ARRIVED.																									
	Russian	English	Dutch	Swedish	Prussian	Danish	Lubec	Rostoc	Hamburg	French	Spanish	Portuguese	American	Bremen	Mecklenburg	Papenburg	Oldenburg	Hanoverian	Munster	Neapolitan	Venetian	Imperialists.	Turkish	Ragusan	Republic of Seven Islands	Total
Cronstadt, and from thence	17	652		56	75	81	78	14	6	1	8	4	84	8	2	2	2									1090
to St. Petersburg City*	8	96		43	71	58	75	14	6	1	1		36	5	2	2	2									
Narva		59	9		1	11	2									1										83
Wyburg	3	50		5	2	10								2												72
Fredericksham	1		1	19	1	3																				25
Revel	8	20		17	4	26	9	1					1	2												88
Hapsal		2													1											3
Riga	38	303	14	247	144	187	40		12	1		2		14	64		13		42							1121
Pernau	12	14		10	5	18	3	1	4								1									68
Arensburg		2		8	1		1									1										13
Liebau	9	27	6	76	41		17		1					9	13	10	6	1								216
Windau		1		9	7		4							4	12		2									39
Archangel	7	167		3	23				28					10												238
Onega		8																								8
Astracan†																										
Odessa to 1st of Nov.	96	6								18	4									5	1	278	56	21	18	502
Eupatoria to 4th of Nov.	2																						94			97
Sebastopol to 15th Nov.	21	1								1												3	28	1	2	57
Theodosia to 1st Nev.	8									1	1											3	36		1	50
Kertsch to 1st of Nov.	2																						58			60
Yenikale	1																						2			3
Taganroc to 1st of Oct.	69									2												10	61	4	15	161
Bujask to 1st of Nov.																							4			4
Cherson to 26th of Nov.																										
Mariopolis																										
Total	294	1312	30	450	304	336	154	16	51	24	13	6	85	49	92	14	24	1	42	5	1	294	339	26	36	3998

* It must be remarked, that those ships stated as arrived at the City of Petersburg are included in the number of those arrived at Cronstadt. It is said that 4073 vessels sailed from all the ports of the Russian empire in 1803, but which cannot be asserted as correct. In 1802, 3622 vessels sailed from all parts of the empire.—† This account is not given.

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VIEW OF THE TRADE OF THE RUSSIAN EMPIRE FOR THE YEAR 1802.

The latest Period the Accounts made up can be got.

Articles.	In the Baltic.		In the WhiteSea.		Black Sea and Sea of Asoph.		Caspian sea.		In the European Land Boundaries.						On the Asiatic Boundaries.					
	St. Petersburg, Riga, Cronstadt, Pernau, Narva, Arensburg, Wyburg, Liebau, Fredericksham, Windau, Revel, and Hapsal.		Archangel and Onega.		Odessa, Nicoleff, Otchakoff, Cherson, Ovidiopol, Upatoria, Sebastopol, Kertsch, Theodosia, Bujask, Taganroc, Mariopolis and Yenikale.		In Astracan		In Finland Government with Sweden.		Government side of Wilna, Grodno, Volhinia and Part of Podolia.		Gov. of Podol and Cherson, with Moldau, Walachia and Bessarabia.		Gov. of Astracan, and Caucasus.		Gov. of Orenburg and Tobolsk, with Bucharia, and part of Kirghis Kaisaki.		Government of Irkoutsk, with China.	
									In Serdobol, Neyshlot, & Wilmanstrand		In Polangen, Georgenburg, Kowno, Grodno, Brest, Krinky, Preborou, Radzivil, Rotshampel, Volotshinsk, Isakowez.		Mohileff and Dubossar.		Kizliar and Mozdok.		In Orenburg, Troitzk, Petropavlovska, Krasnoyarsk, Semipalatnye, Shelesinsk, Koxäkoff, Ustkamenogorsk, Buckturma.		In Kiakhta and Zurukaitu.	
	Worth in rubles.		Worth in rubles.		Worth in rubles.		Worth in ro.		Worth in ro.		Worth in rubles.		Worth in ro.		Worth in ro.		Worth in rubles.		Worth in rubles.	
	Imports.	Exports.	Impts.	Expts.	Impts.	Expts.	Impts.	Expts	Impts	Expts.	Imports	Exports.	Impts.	Expts.	Impts.	Expts	Impts.	Expts.	Impts.	Expts.
Consumable Articles.	11330595	7041008	387404	1383142	869694	2278755	15134	5199	33277	10249	800172	1602445	239782	110444	20450	366	5289	23133	1954724	——
Metals	4586074	3758040	29800	399124	183909	354190	——	43753	32	443	6231665	2855	389454	52054	——	418	2303	79590	——	——
Raw materials	5743572	30265817	63414	2398985	771972	130383	527325	6796	63046	82534	656285	1404793	1422279	152608	160682	4831	788818	436248	29591	1507383
Manufactures	10961135	5589720	61988	593604	189406	224550	123000	32145	2011	8737	2674047	96516	25993	369139	16857	6753	958702	501684	2523418	457061
Living animals	5439	28	——	479	——	——	——	—	250	——	20201	1361083	8959	33970	——	984	675062	3508	——	44174
Precious stones	——	——	——	——	——	——	——	—	—	——	——	——	2310	——	——	——	——	——	——	——
Pearls	12170	——	——	——	314	——	——	—	—	——	49000	——	372770	——	——	——	——	——	——	——
Other articles	344435	262521	7126	20683	39414	18218	585	2091	452	8428	140975	20303	10320	60849	3279	1996	13083	35247	3574	7102
Total	32983418	46917134	549732	4796017	2054789	2986096	666044	89984	99068	110391	10572345	4487995	2471867	779064	201268	15348	2440256	1079410	4491307	2016320

The whole Importation by Sea and Land is 56530094 rubles, the Exportation 68277759 rubles.—The Exportation exceeds the Importation by 6747665 rubles.

It is generally reckoned that the Imports should be 10 per cent. more, and the Exports 10 per cent. less, in which case Russia has a losing trade.

It would then be in Imports 62183103 rubles, and in Exports 56949984 rubles.——The Loss to Russia, 5233119 rubles.

TRANSIT TRADE.

Exportation of European Goods to Asia.	wth. in ro.	Importation of Asiatic Goods to Europe.	wth. in ro.	Re-exportation of Asiatic Goods to Asia	wth. in ro.	Total. wth. in ro.
Consumable Articles	57350	——	29034	——	1926	88310
Metals	2054800	——	——	——	43894	2798694
Raw Materials	858545	——	21478	——	29532	909555
Manufactures	2592053	——	9001	——	150040	2751094
Precious Stones	34925	——	——	——	——	34925
Corals	39502	——	——	——	——	39502
Divers Goods	3722	——	——	——	——	3722
Total	5640897		59513		225392	5925802

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In order still further to detail the whole trade of Russia, and to bring it into a narrower compass, as well as to shew the unprecedented rapid rise it has experienced in its commerce, and the pitch at which it has already arrived, the following state is given:

The total Imports and Exports of Russia.

Years.	Imports.	Exports.	Customs.	Years.	Imports.	Exports.	Customs.
1742	3568085	4567422	955302	1790	31132267	32754733	6958291
1745	3898674	5249366	1031845	1791	35113194	34290225	6525183
1750	6013871	7152829	1227677	1792	37521115	40696733	7228711
1755	6641561	8182770	2412750	1793	26118763	43481089	5017338
1760	7358051	9875013	2625036	1794	34529757	45474330	5294373
1765	9200464	13098824	3126690	1795	36652091	53772284	5424026
1770	11374259	14989134	3190998	1796	42878565	67670464	6470585
1775	12469372	18557279	3290670	1797	34931701	56683560	6090687
1780	15447113	19656714	4078702	1802	56530094	63277759	——
1785	16432542	25873592	5285680				

Observations on the Trade betwixt Great Britain and Russia.

The exports from Russia have already had ample details, it is therefore necessary we should make some remarks on our exports to that country, particularly of foreign manufactures and merchandize, distinct from British produce and manufactures, which in the export from Britain stand in rank as under:

1. Woollens.
2. Refined sugar.
3. Cotton.
4. Lead.
5. Horses.
6. Tin.
7. Tin Plates.
8. Earthenware and glass.
9. Alum.
10. Iron and steel ware, brass wire, &c.
11. Stockings.
12. Salt.
13. Coals.

The remainder of the articles are of various descriptions, but of less importance.

In making a comparison betwixt the staple manufactures of the two countries, woollens in England, and linens in Russia, the balance is considerable in favour of the latter. The value of goods exported from England to Russia, in 1786, was estimated as under:

	£.	
Velverets and other cotton stuffs exported from England to Russia about	42,000	
Calimancoes, and other goods from Norwich	32,000	
Shalloons, Flannels, and Baize, &c.	36,000	
	——	110,000
The Value of cloth about		80,000
		£. 190,000

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The official amount of linens, imported into Britain from Russia, upon an average in the two following periods, stand thus:

			England.	Scotland.
1790	to	1794	five years	£. 131,835	£. 8,131
1795	to	1799	five years	195,238	11,399

The average of the exports of woollens, from England to Russia, for the same period.

			England.	Scotland.
1790	to	1794	five years	£. 108308	Only Wearing
1795	to	1799	five years	138,000	Apparel.

This comparison of the two principal articles of manufacture of each country is, in a double sense, worthy of consideration: on the one hand, of our trifling export of woollens; and, on the other, of our greater import of linens. The exportation of cotton, stuffs, and articles, stands thus:

				England.	Scotland.
1790	to	1794	Average of five years	£. 20,760	£. 14,570
1795	to	1799	ditto	ditto	30,000	6,395

The total amount* of the importation and exportation of Great Britain to and from Russia, from 1700 till 1785, each five years, will shew the progressive increase of the trade, and the balance against Britain.

Years.	Imports.	Exports.	Years.	Imports.	Exports.	Years.	Imports.	Exports.
1701	£90581	£ 9201	1730	£ 258802	46275	1760	£ 474680	38710
1705	142134	74247	1735	252068	54335	1765	967339	76170
1710	115725	212318	1740	300751	62287	1770	1046610	145743
1715	241876	105153	1745	294702	62672	1773	850112	196229
1720	169932	92229	1750	584091	111845	1782	1185844	196577
1725	230315	24847	1755	661740	85327	1785	1606608	233998

An Account of the Value of British Produce and Manufactures distinguished from those of Foreign exported from England, also from Scotland to Russia; from the 5th January, 1786, to the 5th January, 1804,

	From England; British Produce and Manufactures.	From England, Foreign Produce or Manufactures.	British Produce and Manufactures from Scotland.	Foreign Produce or Manufactures from Scotland.	Gross Amount.
1786	£. 197084	£ 87446	£ 9662	£ 1491	£. 295683
1787	293319	99286	4534	1710	307849
1788	244648	84178	28383	1280	358489
1789	195642	95582	17150	143	308517
1790	244412	187328	21507	1041	434288
1791	274422	290788	6820	1324	573354
1792	400493	370288	28280	1699	800760

* The sterling value here mentioned is the official value, according to the custom-house accounts.

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(*Exportation to Russia continued.*)

	From England, British Produce, or Manufactures.	From England, Foreign Produce or Manufactures.	British Produce and Manufactures from Scotland.	Foreign Produce or Manufactures from Scotland.	Gross Amount
1793	182399	123091	15284	53	320827
1794	215156	255324	25364	62	495906
1795	347874	466560	45626	2205	862265
1796	350505	372779	43426	185	766895
1797	241140	216519	15342	1203	474204
1798	350702	311410	29365	301	691778
1799	403432	334148	25177	6951	769708
1800	548456	465276	8917	2684	1025333
1801	579759	323082	14957	2044	919842
1802	804304	534993	30108	6994	1376399
1803	——	——	53614	——	1338812
1804	——	——	59228	——	——

Value of Merchandize imported into England, and Scotland, from Russia, from the 5th January, 1786, to the 5th January, 1804, distinguishing each Year and Kingdom.

	England. Value.	Scotland.	Total.		England. Value.	Scotland.	Total.
1786	£ 1160304	£ 259285	£ 1419589	1796	£ 2044840	£ 465243	£ 2510083
1787	1315198	346607	1661805	1797	1447999	259505	1707504
1788	1629675	286546	1916221	1798	1911509	505319	2416828
1789	1284014	187236	1471250	1799	2016903	645351	2662254
1790	1400634	309739	1710373	1800	1990295	391803	2382098
1791	1192572	356105	1548677	1801	2001663	245214	2246877
1792	1427454	281216	1708670	1802	1834565	347864	2182429
1793	1537990	266034	1804024	1803	1472908	431155	1904063
1794	1394140	395307	1789447	1804	——	482196	——
1795	1507429	350548	1857977				

The following Table shews the Trade and Navigation between Great Britain and Russia, during three very important Years, when British Property was seized, the Battle of Copenhagen took place, and the general Peace, when Trade may be supposed to be unrestrained, and to have found its Level.

For what Year	Value of Imports from Russia into Britain.	Value of Exports from Great Britain to Russia.			SHIPPING											
		British Manufacture	Foreign Merchandize	Total of British and Foreign Merchandize exported to Russia.	Inwards						Outwards					
					British			Foreign			British			Foreign		
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	Vess	Tons	Men	Vess	Tons	Men	Vess	Tons	Men	Vess	Tons	Men
1800	2382098 14 0	557374 5 11	467960 18 1	1025335 4 0	766	163464	7517	55	13114	617	693	165219	7701	129	25896	1180
1801	2246878 18 11	594717 5 9	325126 8 4	919843 14 1	854	174840	7992	135	27358	1217	593	119870	5838	200	38570	1700
1802	2182430 14 3	834412 5 3	541987 10 3	1376399 15 6	779	166128	8767	16	4704	212	484	101285	4830	36	10071	421

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In taking a general view of the trade of Russia, which is all that remains to be done, after having entered so fully into the details, and furnished tables from which every circumstance of importance may be seen, we cannot help observing how amazingly advantageous its trade is with the British dominions. Not only the amount of the sales is equal nearly to those of all other nations, but it is from Britain only that Russia receives a balance in cash. Were the trade suspended, the importation of wines, brandies, and foreign produce and manufactures, from other countries, would totally absorb the monied capital of Russia; and it is not going too far to say, that such an event would do it more harm than any other that could take place. Russia can only grow wealthy by internal industry, and its connection with other nations; but those two things are dependent on each other. The introduction of foreign goods, stimulates the people to industry, but they could not be introduced in half the quantity they now are, if it were not for Britain.

This statement of the case cannot be too much enforced, as there is evidently a disposition in Russia to undervalue the connection, and to put it to a risk for advantages that are merely in expectation, and that certainly would never be realized. We have already, in our remarks on the armed neutrality, had occasion to speak of this; but it cannot be too strictly impressed on the mind, as Russia evidently gives the direction to the views of the courts of Sweden and Denmark, and therefore, in point of politics, may be considered as regulating the north.

In the relation between nations we are always obliged to state values nominally, but the reader should keep in mind that the nominal is not the real value, as compared with that in another country. In the case of Russia, money is certainly of three times the value that it is in England; so that tallow, iron, timber, &c. produced by Russia, are sold at an immense price: when they receive 60*s.* a cwt. for tallow, it is as if we were receiving 9*l.* and so of other produce.

While the Russians can produce things so cheap, and sell them so dear, they must be increasing in wealth; and it is not improbable that as they certainly could afford to sell much cheaper than they do,

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as they increase in industry and capital, they will reduce their prices. The great rise of the prices of Russia produce, that has taken place of late years, has arisen from the demand increasing faster than the production; but this will cease, and the Russians, in order to obtain a more extensive market, will be obliged to reduce their prices. This they will naturally do in the same way with other nations; that is, they will come down to such a price as will merely afford a fair profit. We cannot so well judge of the productions in any thing else as in iron, the value of which is regulated by the price of fuel and the wages of labour; yet, though both are three times as high, or more, we can produce iron here cheaper, than we can import it from Russia.

Though it is easy to see that many mistakes are committed by the Russian government in its endeavours to forward commerce, yet those endeavours are incessant and have already produced great effects; its immense extent, the line of politics that has been followed, and the opening of ports on the Black Sea, will tend to civilize the interior of the country, which, together with the canals that are carrying on, must in a few years produce great changes.

When we look at the past, we may anticipate the future. The rise of Petersburg, the general increase of commerce, and the vast augmentation of power; the rapid rise of Odessa, and the numerous efforts made to hasten the progress towards prosperity, leave no doubt, as to the important part that nation will soon act on the theatre of Europe.

New Regulation of Duties on the Importation of the following Articles, by an Ukase of $\frac{17}{29}$th March, 1805, payable in Bank Notes.

	New Duty, all in Russia Money.	Old Duty, including 50 per cent. Advance for Dollars.
SUGARS.	ro. co.	ro. co.
Canary, half ditto, and raffinade per pood	3 12	3 60
Melis, small and large loaves	2 40	3 0
Common, called lump	2 4	2 40
Raw sugar	0 20	0 45
COLOURS, PAINTS, &c.		
Orpiment per pood	1 11	1 80
White lead per pood	0 30	0 90
Cinnabar	2 46	2 70
Madder	0 60	0 90
Turmerick	0 42	0 45
Indigo of all sorts	6 84	7 50
Mummy and brown red	1 14	1 35
Rosalyar	0 18	0 45

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	New Duty, all in Russia Money.	Old Duty, including 50 per cent. Advance for Dollars.
	ro. co.	ro. co.
Ultra marine . . . . . per lb.	0 21	0 50
Umber . . . . . per pood	0 12	0 15
Dutch pink . . . . . ——	0 30	0 36
White paint . . . . . ——	0 30	0 36
Other paints, in shells and boxes per box	0 18	6 per c.
SILKS.		
Velvets, plain and of one colour, without gold or silver . per pd.	4 74	7 50
Silk stuff, of one colour, plain ——	4 5	6 0
Gros de Tours ditto . . . . ——	1 56	4 50
Gros de Naples ditto . . . . ——	2 46	4 50
Mohair and silk . . . . . per lb.	3 24	4 50
Satin . . . . . ——	2 43	4 50
Taffety and serge . . . . . ——	1 80	4 50
Velvets, one colour . . . per arsh.	0 60	0 75
Silk handkerchiefs, 1 arshine, 1 versk. and broader, with and without flowers . . . per doz.	24 21	22 50
Ditto, thin griset and taffety ——	12 69	13 50
Ditto ditto, 13 vsk. to 1 arsh. ——	6 12	9 0
Ditto, Persian manner, large ——	16 8	9 0
Ditto smaller . . . . . ——	15 3	4 50
Silk, shag, or bays . . . . per arsh.	0 45	0 60
Shinel . . . . . per lb.	1 0	7 50
White and black crape . per arsh.	0 15	0 45
Gauze, or tiffany . . . . . ——	0 6	0 75

	New Duty, all in Russia Money.	Old Duty, including 50 per cent. Advance for Dollars.
	ro. co.	ro. co.
Turkish stuff, with gold and silver, to the Black Sea and sea of Azoph . . . . per lb.	3 57	6 0
Ditto, without ditto . . . . . ——	2 58	3 0
WOOLLENS, COLOURED, PLAIN, STRIPED, &c.		
Ettamines, plain and and double per arsh.	0 9	30 per cent. on value, which in dollars is equal to 45 per cent.
Barracan . . . . . ——	0 18	
Serge de Rome . . . . . ——	0 9	
Druggets . . . . . ——	0 9	
Tabanets . . . . . ——	0 9	
Calimancoes and half ditto . ——	0 6¼	
Camblets and half ditto, and mixed worsted silk and cotton	0 15	
Crape, wool and worsted . . ——	0 6¼	
Grisets, everlastings and such like, plain and mixed	0 9	
Shalloons . . . . . ——	0 12	
Damask, woollen . . . . . ——	0 9	
Flag, cloth or buntin . . . . ——	0 12	
Spagniolet . . . . . ——	0 57	
Kersymere . . . . . ——	0 42	0 90
Half-cloth . . . . . ——	0 57	0 90

It was intended to have given a table of the customs in Russia, but, from the state of matters betwixt Great Britain and Russia, some new changes may be expected; therefore, rather than run the risk of misleading the reader, they are omitted.

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BOOK II.

CHAP. I.

OF PRUSSIA IN GENERAL.

Its Seas, Haffs, and Rivers, Canals, Produce, and Manufactures.

PRUSSIA is bounded on the north by the Baltic Sea, by means of which she carries on the principal part of her commerce. In the North Sea, she has a small part of her dominions into which the Ems, which rises in Westphalia, falls, running by Emden. The entrance of this river is rather dangerous, but will be clearly described, when treating of the North Sea, or trade of Germany.

The house of Prussia has, within the space of a century and a half, established a basis for its future maritime and commercial greatness in the Baltic Sea, by its acquisition of part of Pomerania, Polish Prussia, of Dantzic and Thorn, and of that part of Poland which is most favourably situated for the Baltic trade; — the whole length of these districts forming a coast of nearly four hundred miles on the shore of the Baltic; in which distance, some of the finest rivers fall into it.

To a commercial work it is of no importance to enter into details, or descriptions of the variety of smaller states, and portions of larger ones, which, altogether collected under one general name, and subject to the same government, are now known by the kingdom of Prussia. It is necessary, however, to observe, that the King of Prussia, conjointly with the Emperor, is protector of several of the free imperial cities of Lower Saxony, on the Elbe, and the Weser; and that Emden (though it will be treated of separately) forms a part of his dominions.

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As one of the objects in this book is to give a distinct notion of the Northern channels, by which we may communicate with the interior of Germany, and the continent in general, free from the interruption of France. Since we are shut out from the ports of Flanders and Holland, it is of greater consequence to adhere to real distinctions, and practicable means, than to be regulated by political divisions.

Prussia, Swedish Pomerania, Mecklenburg, and Lubec, which is one of the Hans Towns of Lower Saxony, extends all along the south shore of the Baltic; and through those countries, and by the Ems, Elbe, and Weser, and the cities on the North Sea, (which are still under the protection of Prussia and the emperor,) the whole trade to the interior of the continent of Europe is now carried on.

The lakes in Prussia, or Haffs as they are called, or more properly branches of the Baltic Sea, are the Courish Haff, which is of the greatest extent, and runs directly south-west from Memel, getting a considerable breadth, and reaches inland, not sixty miles from Konigsburg. The Frische Haff forms a long lake, betwixt Konigsburg and Elbing, having its communication with the sea at Pillau. It is also, by the branches of the Vistula, connected with Dantzic; and through this channel it is, that a regular trade is kept up betwixt Dantzic, Elbing, and Konigsburg, in decked vessels.

There is another Haff, which is in Pomerania, formed by the islands of Usedom and Wollin, betwixt which vessels must pass, going up to Stettin. This Haff communicates with the Baltic, by three different channels,—the principal of which is Swinemunde.

The great rivers of Prussia, or rather those by which she carries on a considerable commerce, are the Njemen, or Memel, which falls into the Courish Haff; the Pregel, which falls into the Frische Haff at Konigsburg. The most important of all is the Vistula, or Weichsel, as it is termed, which divides itself into three branches, two of which, and one of them the most considerable, running by Marienburg, falls into the Frische Haff also;—the other branch falls into the bay of Dantzic, four miles below that city; and the Oder, running by Stettin, falls into the Great Haff below that city.

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Those are the principal rivers of Prussia, which, with the canals connected with them, will be described more particularly when treating of the ports of Memel, Konigsburg, Dantzic, and Stettin, as their internal intercourse is such as to cause some distinct branches of commerce, at least the latter port; whilst the others, besides the produce of what must now be termed Prussia, have their trade, more or less, from Austria and Russia.

The produce exported from Prussia consists of some hemp and flax, linseed, a little tallow, ashes, bristles, and fir-timber, chiefly from Memel and Konigsburg; likewise, at periods, grain, but more particularly, and in great quantities from Dantzic, and, in less proportion, from Elbing; also fir and oak timber, plank, and staves. These latter articles almost exclusively from Stettin; and, by this port, latterly, linens from Silesia, since the blockade of the Elbe.

No country in Europe has yet aimed so much as Prussia, at the improvement of manufactures, encouraging them, on the one hand, and supporting them, by prohibitions of similar manufactures from other countries, on the other. However they may have aimed at perfection, in point of appearance, it is that only, which at first procures them sale, the superiority of British manufactures is always acknowledged by others, and they will ever command a preference. Yet, the Prussian manufactures are in a very flourishing state, particularly that of the blue cloth, and woollens in general, velvet, Manchester goods, silk stockings, ribands, chintz, and cotton-manufactures; also fancy articles, carpets, leather, hardware, sugar refineries, gun-powder, and porcelain, the painting of which is inimitable.

It was estimated that, six years ago, the value of Prussian manufactures was

	Rixdollars.		Rixdollars.
Woollen	10000000	Gold and silver thread, in imitation of the Lyons	53000
Linen	11000000	Copper	200000
Silk	4000000	Brass	185000
Cotton	3000000	Iron and steel	3000000
Leather	2200000	Tin and lead	100000
Hats	500000	Glass, and looking-glass	300000
Paper	300000		
Gold and silver lace	400000		

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	Rixdollars.		Rixdollars.
Porcelain and China .	300000	All kinds of tools, instruments, and iron-work used in ship-building	700000
Fine earthenware . .	100000	Furniture manufactured, about	6000000
Amber-works . . .	50000	Sugar refineries	1700000
To these may be added hard-ware manufactures, clocks, watches, and the whole manufactures from the mineral works, including gunpowder, together estimated at	5000000	Tobacco	1400000
		Starch	150000
		Wax-bleaching	100000
		Soap manufacture	400000
		Oil	300000

The whole amount of these manufactures of Prussia, in the year 1799, exclusive of beer, brandy, and vinegar, was estimated at about forty-one millions of rixdollars, or about seven millions sterling, by a German author; but, even at that period, they were under-rated: it is certain that, since then, these manufactures have increased to a surprising degree, even within the last two or three years, particularly in linens, woollens, cotton, tobacco, and refined sugar.

Though the manufactures carried on in Prussia are of great importance, yet none is so essentially necessary, for our purpose, to inquire into, as that of linen, carried to a great extent and considerable perfection.

Manufacture of Linen in the Prussian States.

There is hardly any thing produced by the industry of man in which a more extensive trade is carried on than in linen; it is of very universal utility, and can be manufactured in great or in small, and most countries produce the material from which it is made. No doubt can be entertained, in point of the linen manufacture, that Silesia has gained great reputation in the world, for its durability and excellence in general. That they make of as good or better quality in Ireland, is certain; but they at one time were not equally considerate in the bleaching part. The chemical process for bleaching once introduced into that kingdom was wisely done away, otherwise it might have been detrimental; while the gentle process in Silesia has been invariably used. Their cloth is generally three and four months in bleaching, and the lyes made very mild and moderately used. Expe-

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rience has shewn the reputation Silesia linen has obtained in South and North America, and the West Indies. But the Irish linen manufacture must shortly command a preference to any other. Great care and attention is now paid to it by every individual, but particularly by the Right Honourable J. Foster, who has so patriotically promoted the linen manufacture of that kingdom.

France, the United Provinces, and Switzerland, formerly carried on a very great trade in the linen manufacture; but, at present, Silesia, Bohemia, Westphalia, Suabia, the Lausitz, and the countries belonging to the House of Brunswick, excel particularly in their linen manufactures, the produce of which is exported to almost every part of the world. The greatest part of the Silesia linen goes through Higher Saxony and Luneburg to Hamburg: it is likewise conveyed down the Oder, and from thence by means of canals, which connect it with the Elbe.* The Hamburg merchants export it in great quantities to Spain, Portugal, England, and the United States of America; to the latter country, vast quantities, especially when the commerce between England, France, and Holland, is interrupted by war, which gives an opportunity to the American merchants to carry on a kind of contraband trade with the British, French, Spanish, Portuguese, and Dutch possessions in the West Indies and South America, for which they usually barter coffee, sugar, cotton, indigo, and other produce in return.

The striped and the checked sort of Silesia linen, which they call bontons, are mostly exported to Italy, on account of their fine quality.

There are linen manufacturers in Silesia who now export linen to Cadiz, and even to Vera Cruz, on their own account; but the greatest part is still exported from Hamburg, as the merchants of that place, who are in the linen line, go regularly twice a year to Silesia to make purchases, where also they have agents. That country is frequented by many other foreign merchants, as the Dutch and Italians; and even the English, who buy generally lawns, dowlas, checked and book

* See the article Stettin.

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linen. The Italians commonly buy the striped sort, or bontons, the stripes of which are interwoven with red Turkish yarn, and are used for curtains, bed-ticks, and many other sorts of furniture.

The yarn of which the Silesia linen is made is spun by means of the spindle, which makes it almost look like cotton; and such kind of linen requires less time to bleach than any other.

The Silesia linen of different manufactures is all of the same quality, and there is no other distinction in it than in its width, and in the length of the pieces. In the year 1740, when Silesia was subdued by the Prussian arms, the exportation of linen amounted only to 3 millions of rixdollars, and at present it may be estimated at from 16 to 20 millions. There were, in the years 1792 and 1793, in the Prussian part of Silesia, 24,761 looms, which employed 38,451 workmen, and manufactured for 8,722,861 rixdollars worth of linen, and exported from 1792 till 1793 for 6,190,554 rixdollars to foreign countries; for the years 1791 and 1792, the whole production of Silesia linen amounted to only 7,373,000 rixdollars; and

The exportation of raw linen amounted to 363,229 rixdollars.

Bleached ditto . . .	4,268,774
Ticken, damask, &c.	68,952
Handkerchiefs	46,973
Yarn, raw	8,780
Ditto bleached . . .	73,206
Thread	23,646
Total.....	4,853,560

To the value of the above exportation, made in 1791 and 1792, is still to be added that of the following sorts: Creas, Platilles, Bretagnes, Lawn, and the fine Checked Linen.

The Silesia linen trade is the most important in the German empire; the chief places for their manufacture are the cities of Hirschburg, Landshut, Schmiedeburg, Greifenburg, Friedland, Waldenburg, and Schweidnitz.

Hirschburg is the first and the most important trading city of Silesia;

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situate between the mountains of that country, and is the seat of the lawn manufactories in particular. Although the manufactures of other kind of linen are but trifling, yet, in the exportation and manufacturing of lawns, that city exceeds all the others of Silesia; and, so early as 1786, the exports amounted to 1,518,178 rixdollars.

The raw long lawns, or what are called double Silesias, are frequently sent to Harlem, in order to be bleached for the English market. The patterns of the coloured lawns are very different; sometimes they are mixed with red, sometimes with blue, and sometimes with green flowers. This coloured sort of lawn is 1½ Breslaw ell-wide, and from 52 to 54 ells long, the same as the white and the raw sorts.

Besides these different sorts of lawns, there is still another sort of them manufactured in Silesia, and chiefly in Hirschburg, called, by the Italians, Tela batista a bastoni, for which market they are chiefly designed; they are tied up in pieces of a round form: this sort is of the same width with the rest, and, when first made, of an equal length, but the pieces are afterwards cut into four equal parts, containing from 13½ to 15½ ells.

Other lawns, called cobweb lawns, likewise manufactured in that city, are of the same width and length as the former. All these different sorts of lawns are exported to England, France, Spain, Italy, and America.

Landshut is, next to Hirschburg, the most important place in the linen trade, and, in the year 1785, its exportation amounted to 1,342,569 rixdollars. Schmiedeburg, in 1782, manufactured for sale to the amount of 403,706 rixdollars; and, in 1796, 661,341. Waldenburg sent, in the year 1790, by the way of Hamburg, for different foreign markets, to the amount of 899,598 rixdollars.

The annual exportation of linen from Greifenburg amounted to upwards of 196,000 rixdollars, in which are some ticken and damask, and many checked and striped sorts of linen.

The linen sent from the town of Friedland amounted, in the year 1781, to 78,628 rixdollars, and, in 1783, to 20,061 rixdollars; so that this town is on the decline.

The linen from Schweidnitz amounted, in the year 1784, to 109,425

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rixdollars. The manufacture of flowered damask and ticken has been brought to the greatest perfection, in Silesia and in Lausitz; it is manufactured in three different modes, plain, marbled, and white flowered. This sort of linen consists in table-cloths, napkins, and towels. It is likewise manufactured at Zittaw, in whole pieces of twelve napkins, and that which is made for towels, contains twenty ells each piece. It is chiefly exported by the way of Trieste to Italy.

The linen manufacture in Lausitz has been exported chiefly of late to Cadiz, from which place it is again sent to the South American colonies, and bartered for the produce of those countries. In the year 1795, the war with England put a stop to that trade, as well as to many manufactures; the merchants and manufacturers therefore endeavoured to find out a new channel, or a new market in some other country, in order to keep up this branch of business, which had hitherto only been carried on by the way of Spain, to the great advantage of the merchants of Lausitz. The United States of North America being the best adapted for that purpose, on account of their neutrality, and the contiguity to the Spanish possessions in America and the West Indies, they appointed agents in different places of the United States to barter the German manufactured goods for produce of those countries, which best suited the German market in return. However, the great convulsion which occurred in Hamburg in the years 1799 and 1800 occasioned them to drop the idea of continuing such hazardous speculations on their own account. But the treaty of Amiens revived this branch of the linen trade which had been so suddenly interrupted, and the commerce with Cadiz and other Spanish ports was renewed; the exportation to those places became more considerable, as the remittances from Peru and Mexico arrived in Spain; by these means the public paper of Spain received an additional value, in short, the linen business again went on as it had done before the year 1795; but the breaking out of the war between England and France, in 1803, has once more put a stop to this trade. The exportation of this linen, usually made in the spring, from Hamburg and Altona is stopped, and now an opening is made for the Irish merchants and manufacturers to introduce theirs.

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CHAP. II.

Of Memel; its Trade and Navigation in general.—Tables of Imports and Exports, specifying the Articles, from 1797 *to* 1805; *with Calculations of the Cost of the latter free on board, at certain Prices and Rates of Exchange.*

MEMEL derives its commerce from the river of that name, or frequently called the Njemen, which takes its rise in a forest between Nieswisz and Minsk in Lithuania; part of its course forms the present boundary betwixt Russia and Prussia, it falls into the Courish Haff after dividing itself in two arms, sixty miles south of Memel.

The Memel in its course receives, at Kauen, the Wilna, which takes its rise not far from where the Beresinski Canal is forming to join the Düna and the Dnieper; but the river falling into the Memel, and of most consequence to it, is the Szczara, running by Slonin, from its uniting the Baltic and the Black Seas, through the canal of Oginsky, the principal communication; as this lies within that part of the division of Poland, which Russia has acquired, it is more particularly described under the head of the canals of that country.

Memel has been mostly remarkable for its considerable trade in timber, which was not of any importance till 1764, since when it has rapidly increased, partly from the convenience of the port, and partly from the greater supplies at a more reasonable rate, and better squared than from other ports; such has been the demand, and such the quantities shipped, that it is not unlikely, in a short time, that its resources will be exhausted; it has its supplies at present from the forests of the Prince Radzivill, whose father would not suffer the forests to be cut in his time, by which event, fortunate for the son, who now feels the benefit, timber has, even in the forests, risen to double its price within the last twelve years. There are trifling supplies from other quarters, at a distance of 800 to 1000 miles from Memel, which is floated down in rafts safely as far as Russ, near the mouth of the river Memel, from whence it is brought down the Haff to Memel, in floats

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of 12 to 1500 pieces each, but, towards autumn, in heavy gales of wind, it is frequently broken adrift. When the supplies for this trade from Russia fail, no doubt the King of Prussia will allow his forests to be cut, not only to preserve the trade of Memel, but, perhaps, to experience a proportionately higher price than what has been paid.

Square timber is distinguished by three sorts, the best, middling, and brack. There are no proper brackers, the assorting being chiefly regulated by the demand from abroad: the round wood is cut into deals, and what is not fit for that use is made into lath-wood.

There are twenty-four saw-mills worked by the wind, which, on an average produce annually about 400,000 running deals, or 7,000 pieces, two-thirds of which are of three-inch, and one-third of two inches and a half in thickness; a few one inch and a half, and two-inch deals are cut for exportation, mostly to France.

There are from seventeen to twenty timber ponds at this place; a pond is, a certain compass of the river fenced round, to keep the timber from floating away.

The timber is chiefly in request for the British market. Upon an average 700 sail of ships are loaded with timber from this port; the value may be reckoned in this one article, at 350,000*l.* sterling per annum.

As the canal of Oginsky underwent complete repairs, which were finished in 1803, it will give Memel the advantage of considerably extending her trade, not only for masts from Volhinia, oak wood and timber in general, but likewise for hemp, flax, and other articles, and a considerable trade to and from the Black Sea.

The estimated quantity of produce brought down to Memel, is,

Square Timber, on an average,	5 to 6000 shock (of 60 pieces,) annually.
Round ditto	1200 to 1500 ditto
Oak staves	10 to 15000 ditto
Fir ditto	4 to 6000 ditto
Flax	120 to 150000 stones
Linseed	2 to 2500 lasts
Hemp	40 to 60000 stones
Tallow	5 to 10000 ditto
Grain, according to the demand of the year.	

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besides many articles of trifling importance, as will be better seen by the export list.

They have a bracker here, who is appointed by the magistrates, under particular rules and regulations, for certain goods only, whose decision is definitive in all cases of dispute about the quality.

The Hemp is assorted into three different sorts, called rein, chucken, and pass; the two latter sorts are chiefly exported, the rope-makers generally work up about from 15 to 20000 stone of the best.

The flax is generally brought to town in winter, and made into three sorts, rakitzer, four-brand, and three-brand; all which is chiefly exported to Portugal, being best adapted for that market.

The greatest part of the linseed exported for sowing is produced in Lithuania and Szamaiten, and exported to Holland, Bremen, Lubec, and Stettin. From the latter place it is sent to Silesia and Bohemia; the sowing seed is bracked by a person properly appointed for that purpose, and each barrel is marked M. At Liebau, the exportation of linseed is considerable in barrels, which are marked L B, in contra distinction to Memel. The French, who did not know the meaning of these letters, took the L B for *le bon*, and the M* for *mauvais*. This blunder caused the loss of the trade of Memel to France. The crushing linseed from this place is much esteemed in England, from its great produce of oil.

The importation into Memel is but trifling; Konigsburg has the great advantage over this place in that respect, being a market where they can always sell their produce, or barter against imports. Memel might have this trade if there was a safe navigation from Russ, or the mouth of the Memel: when this place was in the hands of Russia, it was in contemplation to make a canal which could easily have been effected, from the natural facility of a rivulet which runs part of the way; but policy keeps back the execution.

Goods may be forwarded into the country from Memel on paying the duties, according to the book of rates, and likewise the frontier duty, when passing the Prussian boundaries. They have here a pretty brisk transit trade to Russia.

* Memel Seed.

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The whole export trade of Memel was, in 1802, estimated at twelve millions of guilders, or about 600000*l.* sterling; a greater sum than this port ever exported before.

Memel is situated upon the Courish Haff, about two miles from where it discharges itself into the Baltic Sea. Through the city runs a small river, called the *Dange*, which admits vessels of nine feet water, even a mile above the town, and gives the greatest convenience for loading grain, linseed, and other articles, directly from the warehouses, and without the expense or risk of lighterage. Here, like all the ports on the south shore of the Baltic, there is a sand bank at the entrance; but with this superior advantage over the others, that it has generally from thirteen to eighteen feet water. If the ice breaks up, in spring, with a westerly wind, or from N. N. W. the bar remains as before; but if the wind should, at that time, be south-east, then the ice is driven against the sand-hills, by which the depth on the bar is changed, leaving a small draft of water, so little that, one year, it was only seven feet. Ships of a larger draft of water than can get over the bar, must load in the roads; the anchorage is but middling, and very dangerous with north, and north-west winds for the ships being driven ashore; and, when from the eastward, of the rafts being driven from thence to sea.

The port-charges are very moderate, consisting chiefly of pilotage and ballast charges. There are some regulations at this port, for masters of ships, with which they should be acquainted. The duties are the same as at the other six ports in east and west Prussia. They had twenty-five vessels belonging to this port, in 1804. Memel pays the same duties as other ports.

The navigation generally closes about the middle or latter end of December, (when the frost sets in,) and opens about the latter end of March.

Ships arrived at Memel were, in the following Years,

Years.	No. of Ships.	Rixdollars. Duties.	Years.	No. of Ships.	Rixdollars. Duties.
1707	16	4233	1728	38	5459
1711	28	5016	1743	49	8237
1717	18	5899	1749	110	15715
1718	29	4367	1762	133	18495
1727	37	5447	1783	784	69200

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	Ships arrived.	Ships sailed.	Wintered.
1796	774	768	6
1797	608	605	9
1798	767	766	10
1799	542	543	—

		Lastage.
1800	567 arrived	77000
	542 sailed	62270
1801	560 arrived	63570
	567 sailed	77000
1802	908 arrived	—
	918 sailed	119660
	14 ships wintered.	
1803	890 arrived	—
	890 sailed	119170
	14 ships wintered.	
1804	831 arrived	162380
	sailed	

The Ships which arrived at Memel, in the Year 1804, *consisted of*

	Ships.	Commercial lasts.
British	475	71590
Prussian	214	21620
Danish	50	3410
Swedish	25	1050
Mecklenburg	7	410
Oldenburg	9	410
Papenburg	34	1870
Hamburg	11	1710
Lubec	4	170
Russia	2	140

Exchange and Purchases.

They have an exchange here, but are nevertheless obliged to send all their bills to Konigsburg to be negotiated; on which place, for their payments, they generally give assignments at three days sight. What few payments are made at Memel to the Polish Jews and others, are chiefly in Dutch ducats.

It must be here observed, that for all timber shipped they have a fixed rate of exchange of eighteen guilders per pound stirling. It is only for this article, the merchants have settled it so amongst themselves, to prevent all disputes with masters of vessels, who are frequently empowered to purchase their cargoes on their arrival.

For all other articles they draw in the same manner, and exchange as at Konigsburg, to which we refer the reader.

MONEY.

Their accounts are kept in guilders and grosh; thirty grosh making one guilder. Their currency here is the Prussian dollar, guilder, and other money. Their imports are paid in guilders, and greater part of their exports in the manner described.

WEIGHTS.

1 Shippound has 3 centner; 1 centner 8⅓ stones; 1 stone 33 pounds.

100 pounds, Prussian weight, will be 105 pounds British.

MEASURE.

Corn is the last of 56½ scheffel, and will produce 10½ to 10¾ quarters, Winchester measure.

Timber, masts, and yards, are sold by the British running foot.

Linen cloth is measured by the Berlin ell, of which 137½ make 100 yards English.

Flax and hemp are sold by the stone of 33lb.; linseed by the barrel of 2¼ scheffels; salt by the last of 6000lb.

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Prices of Articles of Exportation from Memel; calculated at the Exchange on London, of 19½ Florins per Pound sterling, including Shipping Charges on Board.

Memel, the 18 April, 1805.

		Fl.		Fl.	£	s.	d.		£	s.	d.	
Wheat, best Polish	Per last of 56½ shefel.	650	to	700	3	5	0	to	3	12	0	Per quarter of 8 bushels.
Prussian		500		600	2	10	6		2	17	0	
Rye, Polish		300		350	1	10	6		1	16	0	
Prussian		Prohibited.										
Barley		220		240	1	2	6		1	4	10	
Oats		160		170	0	16	3		0	17	6	
Pease, white		290		300	1	9	6		1	10	6	
grey		270		280	1	7	6		1	8	9	
Linseed, crown, sowing	Per bar. 24 to a last.			24					2	12	0	Per barrel
ordinary ditto.				22					2	8	0	
crushing, ditto, uncleaned				18½	2	5	9		2	7	0	Per quarter.
cleaned				19½	2	8	0		2	10	0	
Hempseed												
Deeder-seed and siftings												
Flax, fine Rakitzer	Per stone of 33lb.	15		16	52	16	0		56	3	0	Per ton of 20 cwt.
ordinary		13		14	46	2	0		49	10	0	
best Memel, four brand		11		12	39	10	0		42	18	0	
N. B.		7		8	25	13	0		29	0	0	
Codille												
Hemp, cleaned				14					49	0	0	
Russia Chucken				11					38	0	0	
Podolia and Lithuania				8					28	15	0	
Codilla												
Cordage		15		16	51	13	0		54	19	0	
Bees-wax												Per cwt.
Tallow		22		24	3	15	0		4	2	0	
Butter												
Hides, cow, of about 100lb.	Per decker of 10 pieces.			90					0	0	11	Per lb.
ox, 120 to 130lb.		100		110	0	0	10½		0	0	11	
140 to 160lb.		120		130	0	0	11½		0	1	0	
170 to 180lb.		135		140					0	0	10	
Skins, calf, from 11 to 12lb.		9		10	0	12	3		0	13	4	Per dozen.
12 to 13lb.		11		12	0	15	0		0	16	0	
kid		9		10	0	12	3		0	13	4	
goat		25		30	1	12	10		1	19	0	
buck		40		45	2	11	0		2	17	0	
Yarn, assorted in equal proportion, from 10 to 44lb per bundle	per shock of 60 bundles.			20					1	1	6	Per shock of 60 bundles.
Tar, Courish	per barrel.											Per barrel
Bristles	Per lb.											Per cwt.
Feathers, white												Per lb.
grey												

Note. The granary or warehouse rent, from the time of purchase to that of the shipping; also, lighterage and port charges are not included in the calculation of the above prices.

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Importation into Memel.

Denomination of Goods.		1797	1799	1801	1803	1804
Almonds	centner.	21	—	7	12	14
Apples	barrels.	—	171	—	23	34
Anchovies	small do.	—	—	—	1	41
Aniseed	lb.	—	—	—	—	—
Apothecary drugs	rixdollars.	—	—	—	167	253
Beer, English	quart.	26176	152	1770	645	891
Brandy, French	hogshead.	133	11	32	96	107
Coffee	lb.	27424	15230	47896	54957	69590
Cinnamon, &c.	—	68	—	103	52	148
Cicory	—	—	—	—	—	19726
Confectionary, &c.	rixdollars.	260	—	17	—	258
Chimney pots and bricks	pieces.	291500	100800	113000	143000	460700
Chalk, &c.	lasts.	285	523	1337	150	244
Cheese, English and Dutch	stones.	55	1300	353	1156	7185
Coaches, English	pieces.	13	3210	—	9170	12100
Coals	large barrels.	416	944	1567	1474	501
Figs	centner.	15	—	—	2350	80
Hemp flax, and hemp tow	stone.	3992	1500	—	—	2197
Fruit, dried and fresh	barrels.	345	—	188	—	159
Ginger, &c.	centner.	12	—	5	1405	537
Glass-ware, Bohemian and English	rals.	457	7112	114	302	913
Inland	—	607	10	2555	151	—
Grindstones	chaldrons.	84	54	48	67	97
Herrings, Dutch	barrels.	8	39555	—	83	49
Swedish	—	3563	—	5760	2071	1088
Hops	stone.	205	154	58	110	67
Indigo, fine and coarse	lbs.	458	154	671	2156	1359
Iron and steel, Swedish	centner.	3734	1110	43050	1850	1531
pots inland	—	40	7	107	214	490
Iron goods, &c.	rixdollars.	2889	7112	4782	3338	6769
Yufts, Russian	pieces.	5090	—	—	—	—
Lead and white, English	centner.	238	26	87	20	77
Lemons, oranges, &c.	pieces.	58430	50400	9200	68990	15180
Leather, English, sole	stone.	43	64	96	34	—
Merchandize of different kinds	rixdollars.	3914	5520	44340	516	291
Nutmegs	centner.	32	46	4	29	17
Nuremburg goods	rixdollars.	1108	1850	990	1908	2181
Oil, salad, and Provence	centner.	17	—	270	53	324
Paper, Dutch	reams.	49	26	81	34	134
Pitch	barrels.	200	86	159	—	—
Pearl barley and rice	centner.	57	8	68	2105	—
Plums, Catharine and others	stones.	53	20	43	675	364
Raisins and currants	centner.	12	114	113	1158	950
Salt	lasts.	220	986	200	1151	1743
Syrup	—	279	25	543	1098	746
Spices, English, and pepper	centner.	17	722	30	5657	730
Sugar, raw	—	318	227	342	502	626
candied	—	15	12	10	—	26
Table, pen, and pocket knives	rixdollars.	3113	—	8643	—	—
Tea	lbs.	332	801	807	287	1337
Tar, Swedish	barrels.	2000	150	2971	702	1080
Tobacco, smoking and snuff	lbs.	990	727	832	1251	465
Train-oil	barrels.	36	14	—	37	12
Tin, English	centner.	8	11	—	—	108
Vinegar and cyder	eymer.	126	55	11	11	42
Wine, French	hhd.	489	67	90	67	191
Rhenish	eymer.	4	60	75	—	30
sweet Spanish	—	44	6	5	3	5
Portuguese	—	21	—	—	74	15
Wheat-flour, English	schiffel.	32	28	7	16	—
Woollen goods	rixdollars.	—	1895	—	420	—

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Exports from Memel.

Denomination of Goods.		1797	1799	1801	1803	1804
Ashes, weed	rdlr.	——	18	——	——	28
hard blue	stone.	——	385	288	45	——
Bristles	——	133	——	303	156	204
Butter	——	46	17	33	6	——
Brandy, inland	ohm.	200	685	1282	29	60
foreign	hhd.	——	8	——	1	90
Bed feathers	stone.	——	——	37	68	119
Flax	stone.	114257	804	30552	159046	158095
Grain, as wheat	lasts.	512	544	1262	750	2544
rye	——	3032	2864	1930	3361	2072
barley	——	220	24	1454	521	1149
oats	——	70	50	883	678	1269
pease	——	20	15	34	65	48
Hemp	——	6490	55	4168	11250	41557
Linseed, sowing	barrels.	14074	——	4942	7378	3388
crushing	lasts.	1677	1237	690	1863	2269
Salt meat	barrels.	——	195	6	——	11
Skins, ox skins	decker.	119	2551	1644	180	180
calf	——	1824	6395	3198	8782	9834
buck	——	280	70	121	1220	539
goat	——	300	1000	121	1200	559
horse	——	——	546	——	55	18
sheep	——	1860	1	3198	——	392
Tree Nails	schock.	60	220	350	423	342
Tallow	stone.	4921	1239	789	——	——
candles	——	——	2	——	42	——
Tow	lasts.	487	3	268	285	135
Wood, as balks, fir	rdlr.	334905	157886	98700	993418	170968
masts	——	14	1303	44	1863	90
spears	——	81	1138	59	1916	998
bowsprits	——	9	245	11	565	234
boats masts	——	79	130	5274	103	289
deals, fir, 3 to 2½	shock.	——	364	——	1967	1638
2 to 1½	——	——	475	——	603	758
1 to 2	——	528	96	292	——	——
3 to 4	——	251	——	1928	——	——
lathwood	bundles.	677	937	1015	2101	1971
fir staves	shock.	——	525	424	887	822
pipe do.	——	489	1625	1063	2163	1781
hhd. do.	——	489	——	12	77	46
barrel	——	212	279	260	422	212
ash slips	——	21	22	192	20	49
oak deals	rdlr.	——	——	——	421	103
clapboard of 3 feet	——	90	56	74	60	144
4 do.	——	21				
yards	——	10	6	5	6	33
hand spikes	——	——	2	2	60	7
Wax	stone.	34	50	84	42	41
Yard	shock.	——	200	51	20	25

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CHAP. III.

Of Konigsburg. — Its Trade and Navigation in general. — Tables of its Imports and Exports, from 1795 *to* 1803 *inclusive, and of the Imports and Exports separately for* 1804. — *Its Exports to France, Spain, and Portugal from* 1795 *to* 1805. — *Its Trade to Russia and the Black Sea. — Of Braunsburg and its Trade.*

KONIGSBURG was one of the principal cities of the Hanseatic league. Before the conquest of Russia extended so far west, it had a considerable share of trade, but the division of Poland diminished it very considerably. In this city, on the 28th of January, 1701, it was that the elector, Frederick III. of Brandenburg, had himself crowned King of Prussia.

This city is situated upon the Pregel, a little above its falling into the Frische Haff. The river takes its rise on the borders of Poland; but is of little service to the interior trade of Konigsburg, otherwise than facilitating the grand communication by means of the river Memel, which we have already fully described under the city of that name: and why that city does not enjoy the trade of Konigsburg has been partly related, namely, on account of the dangerous navigation from the mouth of the river to Memel along the Courish Haff.

Konigsburg derives all the advantages of the river Memel by the canal from the left arm of that river, before it falls into the haff, being joined to the Pregel, called Frederick's Graben. This canal first begins from the Memel, by what is called the Gilge Canal, which proceeds to Lapiau, from thence it is continued on to Tapiau, where it falls into the Pregel. This canal was effected the easier by means of two rivulets, which took opposite directions in the direct course of the canal, by which Konigsburg has a safe and complete interior navigation, even to the Black Sea, through the Oginsky canal; and no sooner had Count Oginsky finished it than he had a vessel loaded at Cherson, and unloaded at Konigsburg. At Slonin, so far in the interior, they now build vessels, of a particular description, which go

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through the Oginsky canal, and down the Dnieper to the Black Sea, where they are sold.

It is now that vessels of from 50 to 60 lasts use this navigation, making two voyages in the year to the interior, first coming down in the end of May, and taking articles of importation back into the interior, from whence they return again, generally in August or September, with produce, and repeat the same business in the imports; so that Konigsburg monopolizes as it were, from the merchants of Memel, the use of the river of that name, by their capital and the convenience of this canal.

The quantity of produce brought down from Poland annually is generally estimated at

5 to 10,000 lasts of rye	1 to 2,000 stones of wax
3 to 4,000 ditto of linseed	8 to 10,000 ditto of bristles
About 2,000 ditto of hemp	6 to 12,000 ditto of tallow
3 to 400 ditto of flax	10 to 12,000 balks of timber.
2 to 4,000 shippound of ashes	

By the general list of exports it will be observed, that all these articles are not exported; some are retained, such as hemp, flax, ashes, and timber, for home consumption and use, particularly the former, which is sent to Elbing, Dantzic, Stettin, and other Prussian ports; the remainder to Holland principally.

They have a regulated brack here for rein and cut hemp, all kinds of flax, ashes, sowing linseed, and bristles.

HEMP is divided into the following sorts:

Rein, or clean, the first sort, which is the best hemp, and which the Dutch chiefly took formerly for their whale lines; cut, Russ chucken, Lithuania chucken, pass and tow.

FLAX.

Rakitzer, crown and brack; Drujania, crown and brack; Olschaner, crown and brack; Oberlands and Podolia, crown and brack.—The above are sold by the stone.

LINSEED.

The best sowing is packed in barrels, whereof 24 contain 56½ scheffels; the crushing is sold by the barrel in bulk.

ASHES.

Crown pot, and N. B. pot; crown pearl; hard crown pearl; N. B. pearl; brack pearl, and blue.—This article is sold by the shippound, 6¾ of which will be an English ton.

YARN.

From Ermland, 6 to 20lb. per bundle, of the first quality; Lithuania, from 18 to 30lb. the bundle; and from 22 to 40lb. the bundle.—The quality varies according to its weight.

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The grain which is shipped from hence is chiefly the produce of Prussia, and that part of Poland now subject to it, coming principally from the south-east of Prussia. The quality of the wheat is not esteemed, in the English market, equal to that from Dantzic. It is chiefly held under different denominations; viz.

WHEAT.

High mixed, which is the first quality.
Mixed, the next.
Red, the inferior sorts.

RYE.

Polish, the best.
Dried, middle.
Prussian, inferior.

BARLEY.

Double, the best.
Common, ordinary.

PEAS.

White, the first quality.
Grey, mixed and inferior.

OATS.

Some variation in quality, and the price regulated accordingly.

These articles are sold by the last, of 56½ scheffel, which will produce 84 to 86 bushels, Winchester measure.

There are excellent, spacious, and commodious granaries here, as well as warehouses, for the general purposes of commerce, which denote the former importance of the place. Fir timber is but little exported, being of a smaller size and chiefly cut up into different forms, and exported to the Dutch. There are seven or eight large wind-saw-mills, which do this business.

Oak timber is not brought down here in sufficient quantities for exportation: besides, their own wants and consumption for their ship building here every year, they have sometimes their oak knees from Dantzic. Two or three very large ships have been built here, and sold to the Danish East India company.

There were, in 1804, about from seventy to eighty ships belonging to this port; their general burthen was from 150 to 300 tons each; some few larger.

The port of Konigsburg is properly Pillau, which lays across the Frische Haff, and is about thirty miles distant by water, and by land about thirty-five, just upon the Baltic. The harbour of Pillau is very commodious and safe; the entrance to it from the sea has a bar, on which the water varies at different times in depth, from eleven to fourteen, sometimes fifteen feet, but subject to great changes. The channel for sailing into the harbour is distinctly pointed out by two conspicuous

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beacons, and there are always pilots at sea to take charge of approaching ships. The road is open and unsheltered for ships drawing more water than can get over the bar.

The navigation betwixt Koningsburg and Pillau is obstructed by two shallow places, or bars, on which the depth of the water alters from six to nine feet, according to the weather; so that vessels of a particular construction can take in all their cargo at the warehouses in the town; for those which cannot, and must load at Pillau, or in the roads, they have good lighters, many of which are from 60 to 100 tons each. Elbing, Braunsburg, and Konigsburg, are all subject to the same navigation and risk that we have here described, not that it is great, though worth the notice of the merchant and underwriter.

The duties exacted at Konigsburg are the same as at other Prussian ports.

The navigation of the river generally opens in March, when, or in April, ships may begin to load; the port generally closes in December, but in 1804, in the end of October or beginning of November it was fast, but it opened again so that ships got away. A ship or two generally winter here, for the purpose of taking the Ermland yarn early to Hull, for the manufacturers at Manchester.

Amongst the number of shipping arriving and sailing from this port, the following years, were

BRITISH SHIPS CLEARED,

In 1796	104 Ships.	In 1801	52 Ships.
1797	66 ditto	1802	92 ditto
1798	98 ditto	1803	76 ditto
1799	74 ditto	1804	95 ditto till the 18th of October.
1800	73 ditto		

In 1768, no less than 763 vessels of all nations arrived at Konigsburg; the list of general exports for some time past will better explain the state of the whole trade of Konigsburg, and the proportion which Great Britain has had; a table will be found shewing the proportion to France and other nations; and likewise a particular table

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of exports and imports for 1804; the latter will better explain from its state, what share Great Britain enjoys.

Exchange, Money, &c.

Accounts are there kept in guilders and grosch; thirty of the latter make one of the former.

The medium exchange on London is 18½ Prussian guilders to the pound sterling, at three months date; it fluctuates from 18 to 19 guilders in time of peace, but in extraordinary times, such as the present, it has been known to vary from 16 to 21 guilders per pound sterling.

On Amsterdam, the exchange fluctuates from 300 to 310 grosch Prussian per pound, Flemish current: 30 Prussian grosch make a Prussian guilder; and a pound Flemish current, is 6 guilders Holland current.

On Hamburg, the exchange is in general from 130 to 136 grosch per rixdollar, Hamburg banco, at from 3 to 6 weeks date, greater variations happen seldom.

In peaceable times, the English merchants who commissioned goods from this country, used to lodge a credit in Amsterdam; but at present they generally appoint their credits in London.

The business which is here done in the exchange way, is very great; being the mart for the eastern part of Europe and throughout Poland, even down to the Black Sea, and the centre point betwixt Russia, Hamburg, and Amsterdam; from which last place, and Berlin, they receive great quantities of gold and specie to purchase bills. This must be of some extent, when we find no less than nearly half a million sterling in specie some years imported this way through Polangen to Russia.

The bank at Berlin has a comptoir here for purchasing bills, and transacting other business, as already described. The following table of the course of exchange and price of specie was, the 9th of November, 1803.

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	Exchange course. guil. gro.	
On London, 2 usance -	19 3	per £ sterl.
3 ditto -		
Amsterdam, 41 days	306	per £ flem
71 ditto	304½	
Hamburg, 3 weeks	138	per dol. bco
6 ditto	137½	
Berlin, per cent		
Danzic - - -		

	guil.	gr.
Ducats, Holland new -	9	20
old -	9	19
Alberts Thaler, new - -	4	17
old - -	4	14
Rubles, new silver - -	3	8
old - - - - -	3	
Fried. d'Or - - - - -	16	6
Louis d'Or - - - - -	16	
Old $\frac{1}{12}$ per cent agio		

WEIGHTS.

100 pounds Prussian, are equal to 105 pounds English
1 stone Prussian is 33 lbs.
10 stone is 1 ship-pound, or 330 lbs.
1 centner is 110 Prussian pounds
60 ship-pounds are reckoned a last
66⅔ stone are equal to an English ton, in which they reckon the measure of their ships.
Lead and tin imported from England are sold by the centner.
Pepper and some other spices, and valuable articles, are sold by the small stone of 20 lbs. Prussian.

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Exportation from Konigsburg to Great Britain to and all other Places and the total Number of Ships cleared out in each Year.

Years . . .		1795		1796		1797		1798		1799		1800		1801		1802		1803	
Ships cleared out . .		566		995.		1017		1295		1085		684		920		1398		—	
		GrBrit. and Ireland	Including all Places.	GrBrit. and Ireland	Including all Places.	GrBrit. and Ireland	Including all Places.	GrBrit. and Ireland	Including all Places.	GrBrit. and Ireland	Including all Places.	Gr Brit. and Ireland	Including all Places.	GrBrit. and Ireland	Including all Places.	GrBrit. and Ireland	Including all Places.	Gr Brit. and Ireland	Including all Places.
Ashes pot and pearl	Shlb.	66	7024	6	3062	6	539	5	2505	19	1386	25	1934	45	4021	—	3198	526	6973
Weed . .	Lasts	—	51	—	65	—	74	2	60	—	159	—	167	4	99	—	551	—	134
Bristles	Stone	4997	7285	3953	5939	2967	6350	1665	9307	3934	7482	4439	7806	3194	7518	2781	8240	2874	5317
Corn, Wheat . .	Lasts	1862	4313	3751	7242	1444	4365	1343	3914	3262	5613	6019	6843	1540	2602	661	4090	123	2867
Rye . . .	—	—	130	745	11200	60	10514	—	18095	151	11492	—	286	7	5589	93	15865	20	12764
Barley . .	—	—	—	578	1680	846	3086	539	1782	—	816	—	4	338	2584	—	1277	—	1284
Oats . .	—	—	—	571	571	116	136	57	482	288	1235	—	62	1815	1945	373	1235	1	663
Pease . .	—	57	676	388	895	722	2160	373	1231	222	595	—	52	525	1591	103	1391	1035	2413
Flax	—	19	290	27	232	48	206	24	347	247	407	352	624	130	192	113	283	255	415
Hemp	—	—	144830	—	1856	—	1233	15	1983	29	1897	256	2441	271	2115	373	2484	714	3247
Hempseed . . .	—	—	324	—	80	—	278	—	619	5	893	—	443	—	150	—	130	—	157
Leather	Stone	—	115	—	5800	—	3269	—	3707	—	3962	—	4086	—	3715	—	—	—	109
Linseed for sowing	Bar.	—	830	—	2459	—	1685	—	1890	200	1327	78	2189	48	3447	90	3915	27	4249
crushing	Lasts	527	1688	1093	3072	800	2795	1130	3369	1458	3892	1156	3954	270	2402	1718	3879	2075	5654
Oil Hempseed . .	Casks	—	376	—	345	—	239	—	329	—	1570	—	2218	—	1265	—	931	—	1487
Tow	Lasts	—	360	5	424	—	37356	11	534	2	362	—	381	—	653	63	563	75	545
Tallow	Stone	—	7166	813	4810	237	5015	—	2312	983	3719	—	549	3719	9523	463	6704	122	3912
Wax	do	331	2865	804	3186	245	2379	79	1074	138	380	840	1472	386	1485	160	1368	143	629
Wood, fir balks .	Shock	2092	3689	1009	3152	399	2150	70	108	1630	3988	237	851	1422	5336	146	6409	2468	14855
planks .	—	8	275	12	361	23	458	—	405	—	509	22	395	60	432	93	472	184	665
Yarn linen . . .	—	16921	77791	14289	14289	9604	9956	19729	19729	21861	23198	15226	16898	9855	12359	5840	6445	12787	12921

See a separate Table for 1804.

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Importation into Konigsburg, with the Number of Ships arrived each Year.

		YEARS.								
		1795	1796	1797	1798	1799	1800	1801	1802	1803
Number of Ships	—	537	997	1002	1281	1054	664	921	1412	1371
Alum	lb.	102300	96800	107800	74800	102637	166169	93355	108631	8540
Almonds	—	56952	46151	53371	57833	62268	44411	64176	96978	97932
Brandy, French	Hhds.	53	148	107	168	48	47	107	153	20
Cardamums	lb.	163	99	55	77	43	181	317	499	361
Cinnamon	—	1985	641	375	1920	558	1977	531	747	5618
Cloves	—	——	——	——	1536	1492	2589	——	——	——
Coals	Lasts	——	——	——	129	131	138	——	——	——
Coffee	lb.	532797	676726	547079	796226	370032	677065	324991	566906	441482
Copperas	—	115028	76864	5492	77951	68840	149606	6427	6088	36031
Currants	—	44321	64297	6094	5220	50949	71749	9108	127953	21389
Fruits, Lemons and Oranges	Pieces	296886	284955	375369	406351	332204	186390	309058	317315	491763
Prunes	lb.	59593	13275	9524	4997	23259	4051	8700	45643	137382
Raisins	—	230676	176594	83262	123941	246821	63221	108606	162519	116786
Fish, dried	Shlb.	——	——	——	——	——	——	——	——	——
Herrings, Holland	Barrels	506	646	449	331	21	128	27	668	2059
Swedish	—	——	——	——	34517	18451	2771	——	——	——
Ginger	lb.	18855	26960	19425	19405	10198	17675	6427	6088	4564
Glass Window, Bohemia	Chests.	——	——	——	433	427	537	——	——	——
Grindstones	Chald	——	——	——	240	292	1	——	——	——
Indigo	lb.	16917	33783	27584	20944	20206	30636	14447	32499	31080
Iron in bars	Clb.	5446	3119	11004	11881	5095	5337	13452	19242	5936
Lead in pigs	lb.	113694	81620	194947	247226	100913	89992	98569	123405	93088
White	—	37409	31565	28539	37450	64668	52930	35683	35382	26984
In shot	—	91960	38170	73508	46530	92215	67980	79530	80943	92015
Leather, English	—	16114	13192	11025	18515	18733	15329	18225	44901	196014
Limestone	Lasts	16	58	81	33	89	44	73	202	546
Medicine and drugs	Dollars	——	——	——	12297	16555	23404	——	——	——
Oil, sweet	Hgshd.	310	144	84	53	39	100	114	166	278
Train	Barrels	474	811	822	545	676	462	545	677	374
Oysters	Pieces	5300	6300	8000	14550	4200	750	850	1330	4808
Pepper	lb.	62181	68395	48845	149588	42892	98061	59086	65563	113410
Rice	—	128604	329235	261696	315847	225207	120224	41624	214946	230826
Saffron	—	284	104	31	101	165	22	12	63	58
Salt	Lasts	——	5957	7869	7232	4660	1880	6119	7262	4929
Steel	lb.	34330	42912	38640	48866	56128	60604	64165	111996	52835
Sugar	—	727031	720455	540869	558279	455518	414672	540582	1778182	1647414
Tar, Swedish	Barrels	1461	2414	1728	2934	740	1265	1494	1831	1433
Tea	lb.	3331	45484	2082	5111	7281	8092	4245	4740	3327
Tobacco in leaves	—	1368119	91284	405302	771560	1418005	1156795	621932	1672967	691152
Tin	—	17513	35630	55313	60470	40075	33070	35205	37863	47929
In plates	—	——	——	——	——	——	——	——	——	——
Treacle	—	521868	169898	404890	423447	496549	485799	499574	675170	958363
Vinegar	Hhds.	906	407	210	704	569	307	203	293	291
Verdigris	lb.	——	——	——	2253	3597	3414	——	——	——
Wire iron	—	55135	134595	97924	130360	56760	118505	115071	152031	111685
Brass	—	3371	3004	9383	15878	11179	9695	13843	21611	9565
Wood, Brazil	—	259123	202318	165436	213514	259741	187299	259696	319197	123121
Wines, French	Hhds.	4421	6270	3091	3616	3863	3105	7910	9113	——
Rhenish and Moselle	—	136	43	23	35	130	9	13	132	——
Spanish	—	139	146	21	307	217	224	231	388	——
Burgundy and Champaign	Dollars	10260	20640	4252	12132	9494	16910	7381	8912	——

See a separate table for 1804.

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List of Goods exported from Konigsburg to the following Places in the Year 1804.

Denomination of Goods.		To England.	To Holland.	To Spain and France.	To Denmark and Norway.	To Sweden.	To Lubec Bremen, and Hamburg.	To Pomerania and Embden.	To Dantsic and Elbing.	Total.
Ashes,—pot and pearl	shiplb.	89	1286	466	266	—	11	1221	13	3354
weed	lasts	—	118	—	—	—	—	4	62	185
Bristles	stones	3550	2506	59	—	—	576	388	196	7275
Corn,—Wheat	lasts	2295	345	716	220	173	162	60	—	3971
Rye	do	—	1239	29	2168	1521	61	561	103	5682
Barley	do	117	—	5	325	303	—	—	—	751
Oats	do	315	—	18	50	6	—	5	32	426
Pease	do	414	—	22	142	422	63	129	34	1227
Flax	do	484	5	10	231	84	14	10	33	2795
Hemp	do	112	442	—	19	80	3	1685	451	874
Ditto seed	do	—	57	—	3	—	—	—	1	62
Leather	decker	—	—	—	—	—	—	—	30	30
Linseed,—sowing	barrels	—	44	963	225	504	150	44	98	2028
crushing	lasts	1958	2852	26	76	4	—	84	—	5001
Oil-hempseed	ohm.	—	—	—	119	52	—	3	225	354
Tow	lasts	156	3	—	35	8	—	239	198	642
Tallow	stones	—	—	—	—	—	—	135	2447	2582
Wax	do	260	—	—	—	—	39	97	56	452
Wood,—fir balk	pieces	7717	307	518	—	—	—	307	—	8349
planks	shocks	212	7	56	81	—	1	137	—	491
Yarn linen	do	23331	—	—	—	—	12	7	243	23593

List of Goods imported at Konigsburg in 1804.

SHIPS ARRIVED, 942.

Alum	lb.	46476	Ginger	lbs.	11996	Saffron	lb.	118
Almonds	do	91701	Indigo	do	38334	Salt	lasts	3158
Brandy French and rum	hhd.	689	Iron in bars	shlb.	15264	Steel	lb.	81409
Cardamum	lb.	334	Lead in pigs	lbs.	264638	Sugar	do	1352137
Cinnamon	do	5557	white	do	58016	Tar, Swedish	lasts	289
Coffee	do	844693	shot	do	134467	Tea	lbs	7023
Copperas	do	119517	Leather, English	do	21169	Tobacco in leaf	do	633837
Currents	do	31924	Oil, sweet	pipes	89	Tin	do	72344
Fruit, lemons and oranges	pcs.	325749	train	bar.	749	Vinegar	hhds.	218
prunes	lb.	111794	Oysters	pieces	500	Wire, iron	lbs.	97410
raisins	do	164016	Pepper	lbs.	149358	brass	do	7361
Fish, dried herrings Dutch	bar.	334	Rice	do	196284	Wood, Brazil	do	335467
Norway and Danish	do	12226						

Exported from Konigsburg to France, Spain, and Portugal.

Years		1795	1796	1797	1798*	1799*	1800*	1801	1802	1803	1804
Wheat	lasts	30	231	620	1092	1096	609	882	981	383	See a separate table for the Exports of this Year.
Rye	do	—	42	145	541	203	—	85	331	90	
Barley	do	—	—	1082	133	151	—	623	65	—	
Oats	do	—	—	—	—	60	—	—	—	—	
Hemp	do	—	827	—	48	—	—	752	298	—	
Flax	do	—	—	72	—	10	97	—	—	—	
Tow	do	—	32	—	—	—	—	110	10	—	
Tallow	stone	1093	—	—	—	—	—	—	—	—	
Pot Ashes	shlb.	—	—	720	—	—	—	277	1696	613	
Bristles	stone	—	—	—	—	140	—	—	—	—	
Wax	do	—	—	—	—	—	—	—	97	—	
Planks	shock	—	—	8	—	—	5	—	1	—	
Balks	pieces	—	—	—	—	—	—	—	2310	—	

Marked thus,* denotes that exports to Portugal were in those Years only.

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BRAUNSBURG,

An ancient town, and the principal one of Ermland; about midway on the road betwixt Konigsburg and Elbing, and not far from the Haff, with which it has a communication by a rivulet, which is navigable for small craft up to the town.

The produce exported from hence is principally yarn, grain, and Oberland flax; the yarn bears the name of Ermland yarn, and is chiefly exported to Hull for the Manchester manufacturers; its quality is much esteemed, being next to that of Hamburg and Bremen.

Towards the approach of winter, the people in the country begin to spin this yarn, and during the whole of that period they bring it to market from the small towns and villages, when it is bought, by the merchants who deal in that article, chiefly at Braunsburg, and some few at Elbing.

The flax employed in making the Ermland yarn is principally grown in Old Prussia; when there is a great crop of flax, it is calculated that 30000 * pieces more of yarn are produced than in ordinary years.

From each stone of flax weighing 33 lb. they reckon 40 pieces of yarn to be spun on the average. In the year 1804, the quantity of Ermland yarn exported was, from

Braunsburg - - - -	85943 Shock.
Elbing - - - -	15075
Konigsburg - - -	22635
	123653

of which 112145 shock were shipped to Hull, the remainder to Stockton, Kirkaldy, London, and Dundee; the estimated value of the whole at a medium exchange is about 127917 *l.* sterling, in the first cost.

The yarn exported from Konigsburg is generally in bundles of from 20 to 30lb. and sometimes as far as 40lb. each bundle containing 30 pieces; this heavy yarn is chiefly drawn from Lithuania. We shall give further particulars of the yarn trade, under the head Elbing.

* A piece is reckoned according to a certain measure.

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CHAP. IV.

Of Elbing, its Trade and Navigation in general.—Tables of its Imports and Exports, from 1793 *to* 1805.—*Its Granaries, &c.*

THE town of Elbing, derives its name from the river Elbing, which takes its rise from the lake Drawser, about five miles beyond the town, through which it flows, and was, till the year 1600, in the Hanseatic League, and reckoned one of the seven great towns of Prussia. In respect to trade, even in the earlier ages, Elbing was not quite unknown. In the year 1577, an English society established itself here, which continued till about the year 1660; but, owing partly to political, and partly to other unfavourable circumstances, it was then dissolved, and the trade was no longer carried on by a company, but by individuals residing, some in Elbing, others in Konigsburg and Dantzic.

The trade of Elbing has increased most since it was taken possession of by the King of Prussia, in the year 1772. The warehouse-island is surrounded by the river Elbing, and a moat. In that island are erected all the warehouses, and the king's new packing yard, in which are housed all goods that arrive by sea from Pillau, which are kept there, paying a certain rate of rent till they are disposed of. A Bank Comptoir was established here in the year 1775, being a branch from the principal bank in Berlin. It advances a certain part, on pledges of grain, ashes, linens, flax, and other goods, and insures them against the danger of fire; which insurance the proprietors have to pay. Of fabrics there are here two for weed-ashes, two for starch; a considerable soap manufactory; a tobacco manufactory, and a sugar-house. It is only since the year 1794, they began to build ships here. The quantity of shipping was, at the end of 1803, about 3,555 lasts belonging to this port.

Lighters have been decreasing for some years. In the year 1793, there were fifty-one coasters, and twenty-five lighters; but, at present,

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the in-tonnage is only about eighteen hundred corn lasts. By means of these lighters, the ships that lay in Pillau receive their cargoes. The largest of the coasters are generally from about forty-five to seventy lasts. Vessels from Holland and East Frieseland of fifty and sixty lasts, and small Danish vessels of twenty-five and forty lasts, come up straight to the warehouses, where they take in, though not the whole, the greatest part of their cargoes; Pillau is the port of Elbing, from which it is distant about fifty miles. The description of it will be seen in treating of Konigsburg.

The duties paid here are according to the tariff for the other ports; but on payment of the excise duties, ¼ of the value must be in Friedrick d'Ors, if the sum amounts to ten rixdollars: the Friedrick is only reckoned at five rixdollars, when paid for duties; but it currently circulates at five rixdollars 18 groschen. To the amount of the excise duty is to be added another duty, which is called the Additional Duty.

The navigation generally ceases in the middle of November; sometimes sooner, sometimes later, and commences again in the middle of April, or thereabouts.

The trade with fir balks, and fir planks (deals,) pipe and hogshead staves, is small in comparison with that of Dantzic, though at present it is not insignificant. At the beginning of the year 1803, a saw-mill was erected here for cutting deals. Oberland flax of the best quality is shipped from hence, and derives its name from that part of the country called Oberland, where it is grown.

The Ermland yarn, which is exported to England, is spun in the bishoprick of Ermland. The country people, and the spinners in the small towns, bring this yarn, in small quantities, to those trading in this article, who purchase the same, and dispose of it again, partly here, and partly at Braunsburg. The yarn when delivered there, in respect of weight and colour, is mixt; but then it is assorted, weighed, bound, and packed up for exportation.

The warehouse room of Elbing, for grain, can only be estimated at about 30,000 lasts.

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The population of Elbing, including the suburbs, is estimated at 19,000 souls, in which the garrison is not included.

By means of the river Weichsel (or Vistula) the productions of the ci-devant Poland, come down. At the Montauer Point, about six German miles from Elbing, the Vistula divides itself into two arms or branches; — one retains its name, and serves to convey the productions of Poland to Dantzic; another arm or branch is called the Nogat, and, by this river, the same productions are received at Elbing, by means of a canal from that river, which has one sluice, and is called the Kraftohe, being in length about a German mile.

The money, weights, and measures, are the same here as at Konigsburg; but here the branch from the bank at Berlin, keeps its accounts in dollars, and gute grosch; — the Excise Office and Custom-House reckon in the same way.

The course of exchange here is regulated by that at Konigsburg. The payment for their bills is made in Prussian currency, in which they pay for corn, ashes, flax, yarn, and the coarse linens.

In most other respects, as well as in point of locality, Elbing resembles Konigsburg, partaking of the general system of its trade, and resembling Dantzic in its produce.

The general accounts of importation and exportation to and from Elbing follow, being from 1797 to the year 1804 inclusive; The exportation to France and Spain, from hence is but of trifling moment.

Elbing has a share of the transit trade to the Austrian and Russian provinces; this will be better seen by a reference to the table of exports.

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A Table of Goods exported from Elbing, in the Year 1797, *and from* 1799 *to* 1805.

Denominations of Goods.	Measure, Weight, Number, and Value.	1797		1800		1801		1802		1803		1804	
		Total Amo'nt to all Places.	To England and Holland.	Total Amo'nt to all Places.	To England and Holland.	Total Amo'nt to all Places.	To England and Holland.	Total Amo'nt to all Places.	To England and Holland.	Total Amo'nt to all Places.	To England and Holland.	Total Amo'nt to all Places.	To England, Holland, &c.
Ashes, pot and pearl	Shlb	11611	4485	7693	3332	8434	2562	7214	2717	6621	2582	7271	354
Weed	Barrels	6046	756	6415	2479	7949	2006	5007	1362	3856	1474	4701	669
Beer, English	do	1152	—	591	—	188	—	611	—	836	—	1133	—
Brandy, French	Hhd	106	—	82	—	37	—	154	—	74	—	44	—
Coffee	lb	281866	—	253157	—	191385	—	227412	—	271791	—	205711	—
Feathers	Stone	1094	328	2959	488	2004	1260	1041	225	2585	618	1235	336
Flax	do	18711	8035	19487	13950	21757	11395	13308	4827	32592	20032	24922	14053
Grain, as Wheat	Lasts	10178	9226	12330	11071	8567	7817	12393	10371	9575	7605	10048	7208
Rye	do	4641	2958	748	323	3559	2843	10788	8416	13464	8060	3476	1479
Barley	do	1059	592	533	—	1559	114	1079	807	1019	25	1006	16
Pease	do	215	89	145	56	233	191	236	115	305	199	92	35
Oats	do	125	70	475	424	214	174	16	—	16	—	49	—
Malt	do	—	—	—	—	—	—	—	—	—	—	—	—
Herrings	Barrels	5377	—	1112	—	2960	—	4568	—	72203	—	772	—
Linen	Pieces	31597	5886	18965	5617	45842	15001	17348	11574	24960	2890	17632	4010
Linen goods	Rix dllr.	55174	—	35161	—	38434	—	56842	—	53310	—	30547	—
Starch and powder	lb	163145	4926	47111	9117	37347	—	16578	—	17234	—	15021	—
Sugar refined	do	196374	—	296100	—	261802	—	288054	—	372485	—	381687	—
raw	do	20333	—	8528	—	21778	—	25716	—	57336	—	51780	—
Syrup	do	40781	—	173335	—	125354	—	192439	—	185428	—	261855	—
Tobacco	do	287199	—	254141	—	144908	—	157604	—	302241	—	232709	90
Wine, French and Sweet	Hhd	1207	—	497	—	566	—	479	—	391	—	507	—
Wine, Rhenish	Ohm	20	—	—	—	—	—	—	—	—	—	—	—
Champaign & Burgundy	Bottles	4354	—	8029	—	1690	—	2155	—	2865	—	2537	—
Wood, as timber, cut	Shock	7	5	90	53	54	46	45	39	91	75	39	36
Planks	do	182	49	379	206	505	489	686	402	633	433	511	440
Staves	do	1456	1441	1151	856	1920	1706	422	422	—	—	—	—
Wool	Stone	8005	3312	6235	1902	3901	231	1356	—	1112	—	1343	—
Yarn	Shock	28852	12017	37184	31127	25370	17885	9825	6941	9761	6544	17330	14887

A Table of Goods imported into Elbing each Year from 1797 *to* 1805.

Denominations of Goods.		1798	1799	1800	1801	1802	1803	1804
Ashes, pot and pearl	Shlb	14605	9339	10077	9821	4500	10618	6366
Hard blue ditto	do	112	36	—	—	—	—	—
Beer, English	Barrels	991	666	721	297	788	982	1319
Brandy, French	Hhds	26	116	15	3	17	1	10
Brazil wood	lb	27121	14471	26783	36673	29328	29439	28851
Coffee	do	275897	245751	382499	268239	300909	249158	215712
Grain, as Wheat	Last	11191	9584	11707	9855	16002	15243	8016
Rye	do	4406	6522	3797	2788	11311	15475	3069
Pease	do	311	835	349	416	596	702	417
Barley	do	1192	1971	1636	1230	1434	1893	2772
Oats	do	336	922	795	714	521	538	695
Grits	do	143	281	122	38	49	159	44
Herrings	Barrels	5418	2295	1344	2293	5314	3208	977
Indigo, St. Domingo	lb	4934	10701	8597	5067	15165	11382	15181
Iron, Swedish	Shlb	2435	1612	1286	2227	3312	4808	1836
Lead	Centner	961	363	426	78	259	161	530
Oil, as Turpentine	do	308	523	63	—	—	—	—
Hemp, rape, and linseed	Ohm	1530	906	1769	1180	1561	1106	1378
Pack linen	Shock	10254	11606	23909	23962	19915	27200	16950
Rice	Centner	758	443	427	—	—	—	—
Rum	Hhd	49	10	53	45	129	78	39
Sugar, refined	lb	294563	273701	184605	95309	284298	273106	100484
raw	do	86129	274663	412500	294649	273870	375306	263802
Syrup	do	128838	115099	81341	86064	111431	189582	149243
Tallow	Centner	3156	2198	5415	9455	6796	3480	10686
Tea	lb	2278	3841	2837	3980	980	1519	3268
Tobacco, foreign	do	65436	58076	547831	3480	6287	3804	6627
Vinegar	Tierce	77	120	56	—	—	—	—
Vitriol	Centner	50	165	138	54	128	26	153
Wine, French common	Hhds	657	1594	756	1024	863	930	578
Sweet Spanish	do	75	66	101	52	145	124	50
Rhenish	Ohm	4	1	5	7	16	17	12
Champaign and Burgundy	Bottles	3240	—	—	—	—	—	—
Wool	Stone	3557	3011	1808	3688	1570	1847	1590

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CHAP V.

Of Dantzic, its Trade and Navigation in general. — The interior Trade to Austria and Russia. — Wood and Grain staple Articles. — Its Granaries and Warehouses described. — Grain exported 1618, *and from* 1770 *till* 1805. — *Table of the Quantity of Grain brought from the interior and exported, betwixt the years* 1796 *and* 1805, *from the city. — Fluctuation of Prices. — Staves. — Oak Plank and Timber Trade. — Ship Building. — Ships arrived and sailed, from* 1752 *till* 1805. — *Tables of Importation and Exportation from the Year of its coming into the Possession of Prussia, till* 1805; *and to France, Spain, and Portugal, from* 1795 *till* 1805.

DANTZIC is one of the oldest cities on the Baltic. In the tenth century it is remarked to have been a village of some note; and Martinere states, in 1185, that it was inclosed within an earthen mound. It certainly became one of the most considerable cities of the Hanseatic League, and once possessed great power, riches, and consequence; which is strongly exemplified by a quarto work,* with engravings of the public buildings, edifices, and various views, published in 1688, by George Reinhold Curicken. Its localities appear to have undergone little change since that period, whatever it may have experienced politically and commercially.

There was formerly a Scotch as well as an English factory here, but, in 1706, they were united. This factory is merely a regulated society. It has a chaplain, whose stipend depends upon the voluntary donations of the few members who compose it, without the British shipping or trade contributing, as in many other places, which leaves the income too small for a British clergyman, even in a foreign country; the chapel and chaplain's house are exempted from taxes, and likewise his family. An extraordinary exception here, is, that an Englishman who is a batchelor, and not a housekeeper, though having a commercial establishment, is still exempted from public taxes, provided he lodges with a burgher.

* In German, very scarce; the author saw one copy, in the possession of a gentleman at Dantzic, in the autumn of 1804.

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Dantzic is situated about an English mile from the banks of the Vistula, about four English miles from whence it falls into a bay of the Baltic, called after that city, through which a small river runs, called the Mottlau, it is made a good breadth from the Vistula to the city, and of depth sufficient to admit vessels drawing eight or nine feet to the upper part of the town; betwixt the lowest part of which and the river Vistula is a harbour for vessels, and on the banks of which they build very large ships.

The mouth of the Vistula is so choaked up with sand, that even a vessel of a very moderate size cannot sometimes pass over it. This inconvenience has been very well remedied by making a canal, which begins a few hundred yards from the mouth of the Vistula, and which was begun in 1717, and soon executed, across a jut of land, about three-quarters of a mile directly into the bay, the breadth is from one hundred and twenty to one hundred and eighty feet in some places, and the depth of water thirteen to fifteen feet. From the end of this canal, next the sea, there are piers running out about five hundred yards into the bay, from whence ships can enter the canal with almost any wind, and are perfectly secure, as indeed the bay of Dantzic may be reckoned, having excellent anchorage ground, and safe against all storms, those from the north east and east only creating any danger.

At the top of the canal we have just described are flood-gates, or a sluice, to prevent the waters of the Vistula from rushing in, or choaking it with sand. In the month of October, 1804, this sluice was just finished upon a very expensive and workmanlike manner. It will admit vessels through of thirty-six feet beam, and drawing not more than ten to eleven feet water, when they pass into the Vistula, and may proceed up to the mouth of the Mottlau, or to the town, about four English miles, or lay in the Vistula, close to the shore, in a great depth of water. An excellent road is now making from the city along the banks of the Vistula, down to Fahrwasser, within fifty yards of the shipping, when moored.

Since March, 1793, Dantzic has been subject to the crown of Prussia; but the harbour, and what is called the New river (Neufahr-

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wasser) was already in the possession of that king in 1772, and all the tolls which Prussia then imposed were immediately relinquished, on surrendering the city, which preserves its municipal laws and customs, as before; the only change is in its commercial concerns, which are put on the same footing, generally, as those of Konigsburg and other ports, with the exception of some particularities, as one Prussian port differs from another in this respect. Although, with respect to duties, and some other imposts, Dantzic is on equal terms with Konigsburg, the customs on timber are nearly the same as those paid by the merchants of Stettin on that article, from South Prussia. The royal duties are very different on each article.

The transit business is not allowed at Dantzic, on account of its being a staple town. Every foreigner is obliged to buy from a burgher, and likewise to sell to the same.

Every citizen and merchant may carry on what trade he pleases; but no one can trade with a Polander, who has not the liberty of the city, or is a burgher; and, what is extraordinary, neither an Englishman nor a Dutchman are permitted to become such; they are allowed to be commissioners and merchants, but under this condition, to buy from, and to sell to, a burgher only; whereas, on the other hand, a citizen burgher can trade with whom he pleases, without any restraint, and to any quarter of the globe he likes.

As we have here first described the port and its customs, we will directly treat of the produce which occasions its commerce and interior communication, and by what means it is brought down to, and carried from Dantzic.

The Vistula, or the Weichsel as it is called, takes its rise in High Silesia, about one hundred miles beyond Cracow, at the foot of the Carpathian mountains, (not far from whence the Oder takes its rise,) at that city it begins to be navigable. The first river of any note which falls into the Vistula, is the Dunajetz, which takes its rise in the Carpathanian mountains, and which is only navigable for wood rafts, and from whence is brought oak, plank, staves, and the Bukowina ashes, which are sold in Dantzic under the name of *façon de Hongrie*. There is brought also real Hungarian white ashes, not only by this river, but

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also others, and by land to Cracow. The next river which falls into the Vistula, is the Zahn, which takes its rise in the Carpathian mountains also, a considerable distance east, from whence the Vistula has its rise; it runs by Jaroslau, where it becomes navigable. This river brings the greatest part of the products from Galacia, which consists of grain, ashes, hempen linen and yarn, timber, planks, and staves. The Zahn falls into the Vistula at Zawichost, in Sandomir.

The next river which falls into the Vistula, is the Wieprz, at Stenzyca, which has its source in Lublin, and is only navigable about ten German miles from its mouth: by which is conveyed timber, planks, staves, and some small Polish barks with grain.

The most considerable river which falls into the Vistula, is that of the Bug at Zakroczyn. It has its source near Lembourg, and runs through a great and rich district of country, dividing part of Poland, as a boundary betwixt Austria and Russia, and beginning to be navigable at Uscilug in favourable seasons, and when but little water at Dubienka, some distance lower.

This river serves to convey all the products of the Ukraine, and the best part of Lithuania. Formerly the wheat by this river was of an inferior quality to the Sandomir and Cracow wheat; but, of late, the agriculture is so much improved, that within the last few years the best wheat comes from that quarter, by the Bug.

There is a communication made, by means of a canal, from the Pripecz, which falls into the Dnieper, and the Muckawetz river, which falls into the Bug. By this channel is brought oak plank and staves only, and but very little timber. The principal supply of fir timber, brought to Dantzic, is by the river Narew, which, and its branches, have their rise in old Prussia and Lithuania, and fall into the Vistula, at Zakroczym, about four German miles below Warsaw. The better sort of balks, timber, and masts, come from this quarter, and the heavier sort of wheat also by the Narew, but it is not so clean as the Sendomir, nor perhaps so fine a colour.

By the river Bug in general is conveyed the most part of the pot and calcined ashes and tallow from the Ukraine, and that part of Poland in Lithuania. The best sort of rye from the province of Podlachien,

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that weighs sometimes one hundred and thirty pounds the Dutch sack. The better sort of timber, balks, and masts.

In former times, salt-petre came from the Ukraine by the river Bug, but that is now prohibited. By this conveyance was received also wax, honey, hare-skins and leather, but they ceased of late by these channels. During the course of the Vistula, which runs by Bromburg, there is from thence a canal which communicates with the Netze, and that river falls into the Warta, and the Warta into the Oder, at Kustrin; finally, the Vistula proceeds till it divides; its right branches running into the Frische Haff, and the other, a little distance from Dantzic, falls into the Baltic.

The Number of Polish Vessels, which came down the Vistula, were in

1765 . .	1230	1781 . .	519
1780 . .	820	1783 . .	725

Formerly, the numerous products of Poland were all exported by way of the Baltic; but, in consequence of the enormous duties laid on goods in passing through the surrounding dominions of Prussia, the Poles began to look out for more favourable channels and better markets. They soon discovered great advantages in trading to the Black Sea, by the way of the Dnieper, the Boug, and the Dniester, which run through a far greater tract than the Njemen and the Weichsel, the only passage for the Polish trade to the Baltic. The Ukraine yields very valuable timber for building, and particularly for masts, salted provisions, hemp, horse-hair, sheep-wool, coarse linen, raw and manufactured hides, salt-petre, tallow, oil of linseed and hempseed, honey, butter, wax, tobacco, malt, spirits, &c. Even the pot-ashes, with which Dantzic carried on so extensive a trade, came from the Ukraine. On the other hand, Dantzic supplied Poland with wine, coffee, sugar, spices, drugs, salt, oil, herrings, cloths, silk and woollen articles, iron, lead, &c.

Dantzic formerly received from Holland, coffee, sugar, spices; from Sweden, copper, iron, herrings; from Denmark, a small quantity of tar; from Russia, peltry and yufts; from England, salt, (about eight thousand lasts,) beer, arrack, furniture, &c.; from France, wine, cof-

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fee, salt, cloths, and silk articles; from Spain, wine, wool, and salt; from Portugal, but a few articles; and from Italy, silks, &c.

The return trade, that is, taking imports back to the interior and to the Austrian part of Poland, has not only greatly fallen off, but is much depressed; for instance, for one barrel of Swedish herrings, a duty of four ducats is paid if it comes through Prussia; other goods in proportion. Wine is totally prohibited for trade coming this way, but it is permitted for private consumption, in small quantities, at a very high duty.

The partition of Poland, and the consequent restrictions and regulations by the different powers possessing it, is one cause of products costing considerably higher than before. The Poles used to take foreign produce in return for payment, but they are now paid in specie, as they must have their articles of necessity, and their few luxuries, from the side of Austria.

The staple articles of trade at Dantzic, in their exports, may be classed under that of two—grain and wood.

We will treat of them separately; and, first, in

GRAIN.

It must be observed that, formerly, *rye* was the principal article of exportation. From hence, in the beginning of the seventeenth century, no less than 96481 lasts of that article alone was exported from this port; the price was then 51 to 56 florins the last, making no allowance for the variations of the times, or depreciation of the money, it is only 4*s*. 5*d*. to 4*s*. 9*d*. per quarter. Rye was, however, the standard measure and value at that time for their commercial concerns. The whole quantity of grain exported at that early period 1618, was 1367784 quarters.

They have four denominations for wheat here, called the best white wheat, high mixed wheat, which are the superior qualities; the middle or mixed sort, the next; and the red, the common: the value of grain they have lately began to estimate by its weight.

Rye, they have some sorts finer than others; but, in general, this article is under frequent restrictions from being exported. Likewise

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oats, from the great domestic consumption, and for the use of the army. Double and single barley is not so much subject to these restrictions; so that some years considerable quantities are exported.

The time in which the greatest importation of corn from Poland, Galicia, and all these places into Dantzic commences, is at the end of the month of May or in June, and continues till November. This grain is partly imported in vessels, which the Polanders, on their arrival at Dantzic, break up or sell for firewood; but some properly constructed, with long projecting and tapering stems, sharp at the end, of about 40 or 50 lasts burthen, are used in short distances for the conveyance of salt back from the royal magazines to Warsaw, and up the Narew river into East Prussia, but not farther.

All kind of grain conveyed to Dantzic, but particularly that from a great distance, is brought down in vessels, or rather floats clumsily put together of different dimensions and descriptions, according to the rivers or places they are first sent from; and what will appear very extraordinary, without any covering but that of the canopy of heaven. In this state, uncovered, or any ways protected, it is brought from the most remote parts, exposed to all sorts of weather, sometimes six, seven, eight, nine, or even ten weeks on its passage. If the season happens to be wet, the grain is piled in the vessel or float with a ridge to shoot off the wet, which continuing some time, the surface becomes one coat of vegetative matter, like a green grass-plat floating down the current, and which partly prevents the rain penetrating farther than a few inches. The waste and loss, however, must be incredible in wet seasons, and even otherwise, for the feathered tribe as the float proceeds along are their constant customers even into the very city of Dantzic. Strange as this may appear, but which the Author has repeatedly been an eye-witness to, these people have never yet been able to be prevailed upon to have tarpaulings, or any covering, which would, in a wet season, doubly repay them for the first cost. Cheap as the linen and tar is in the interior, not even the Polish nobility, or land-owners have yet had the prudence to introduce a proper covering. This branch of trade is chiefly in the hands of the Jews, whose interest, one would suppose, would instruct them better.

When these vessels or floats arrive near Dantzic they are drawn close

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to the shores of the Vistula, where a green swarth is selected, if the weather is fine and the ground dry, otherwise they borrow sail or linen cloths, on which they land their grain after this tedious voyage. If they have had much wet weather, they then, with wooden scoops, throw it continually over, and work it well, by exposing it to the wind, sun, and air, till they get it into condition, which, in a few fine days is soon the case, when the broker comes to take samples for sale. It is reshipped and brought into the warehouses.

Dantzic, from the earliest period, was the granary of the north, and to judge of its piles of warehousing for that purpose, its trade must have been considerable; indeed, no place can be better accommodated in this respect, nor better regulations to prevent fire, robbery, or any irregularity. A short digression may not be uninteresting, nor unworthy of consideration in other countries.

The principal warehouses here are upon an excellent plan, situated upon an island formed by the River Mottlau, running close by the city on one side, and another branch, by what is called the Forestadt on the other. There are three bridges on each side of the island, at the end of streets over it, from the city to the Forestadt. In the night, all the bridges are drawn up, excepting the two at the end of the main street, across the centre of the island, communicating betwixt the old city and the Forestadt. On this island are all the principal warehouses for ashes, hemp, linens, and the extensive granaries, containing seventeen streets, besides the large centre one, running the length of the island. To guard these warehouses are from 20 to 30 ferocious dogs of a large size, amongst which are blood-hounds, let loose at eleven o'clock in the night to guard the warehouses, which are nearly equally divided by the main street, which passes over the middle of the island, as before described. To command and to keep the dogs within their districts, as well as the passengers from harm, at the end of each of the streets, leading to the main one, are large high gates run across: no light is allowed, nor any person suffered to live on this island. These dogs prowl about the whole night, and create great terror. It would be impossible to keep property secure amongst the hordes of Poles, Jews, and others,

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who resort here otherwise, as no exemplary punishment amongst them would have half the effect that the dread of these dogs produce.

In winter-time, when the water is frozen over, to keep the dogs in their proper district, there are three keepers placed at particular avenues, with whips to keep them in their range.

No fire or robbery was ever known; and the expense to each building, with the immense property they contain, is very reasonable. Vessels, either from the interior or other quarters, laying alongside these warehouses are not allowed to have a fire, or light of any kind on board, nor is a sailor or any other person suffered even to smoke. Their regulations partly extend to all shipping laying in the harbour.

To resume the subject on grain; the Pole does not conceive himself paid for buying in the interior, the purchase of vessels, or making floats, and adding the expense of bringing it down, unless he gets 20 ducats per last for his rye, and 35 ducats per last for his wheat, which is equal to 19*s.* per Winchester quarter for the former, and 32*s.* 6*d.* per quarter for the latter. If the prices are less, no great supplies can be expected down from Poland. The quantities of grain sent from thence to Dantzic in any year does not so much depend upon great crops, as the plenty of water in the rivers for easy navigation in summer, and the high prices in Dantzic, as an inducement to bring it down.

It must be observed since the partition of Poland, that the quality of wheat, particularly by the Narew, is much improved. For other particulars we must refer, whilst speaking on this subject, to those observations made, when we treated of bringing it down from the interior.

It must, however, be particularly remarked, that since Great Britain imported such vast quantities of grain, that Dantzic has participated in the advantages of that trade more than any country whatever. Next comes Mecklenburg. Since 1793, the riches which have been brought into Dantzic, by the exportation of grain and wood to Great Britain, is far beyond any moderate calculation: the quantity of specie abounding in this city, for its trade and size, exceeds any thing of the kind in any other place in Europe, and that chiefly within the short

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period mentioned. The greatest part of these riches have, no doubt, been occasioned by the great demand and importation of Britain.

We will just give a short sketch of the corn trade at different periods at this city, and the particular state of the exports from hence, after the period the corn bill was brought forward in England, about 1770, since which period, England has been almost constantly importing, when previously British exports in grain amounted to about half a million sterling.

In the year 1618, there was brought down to Dantzic and warehoused

Wheat	15512 lasts.
Rye	96481
Barley	2310
Oats	110
Pease	184

This year was exported in all, lasts 128789 37 scheffels of grain of all descriptions.

The price of rye this year was 51 to 56 florins per last.

Exported from Dantzic in 1649.

Wheat	5951 lasts.
Rye	76899
Barley	16958
	99808 lasts.

In 1656, was exported,

Wheat	4564 lasts.
Rye	6046
Buck wheat	751

In 1700, was exported,

Wheat	3200 lasts.
Rye	9642
Barley and malt	1095
Pease	58

The above and other grain in all 15445 lasts.

In 1739, was exported,

Wheat	8576 lasts.
Rye	10239
Barley	285

And in all sorts of grain 19574 lasts.

In the year 1740, in October, the exportation of all grain was prohibited from Dantzic, and not allowed exportation again till February, 1741, in which year was exported 19872 lasts.

In January, 1741, the price of rye was, 265 to 279. Wheat 375 to 470 florins per last.

Before the prohibition took place in 1740, there was exported,

Wheat	15268 lasts.
Rye	23572
Barley	641

In all sorts of grain 39737 lasts.

Remained on hand the 3d of January, 1741, only

Rye	2932 lasts.
Wheat	2272
Barley	164
Oats	446
Pease	105

Which, and other grain in all, 6310 lasts 18 scheffels.

Of the above quantity was already sold to foreigners.

Rye	1351 lasts.
Wheat	223
Oats	80
Pease	20

In all 1674 lasts.

On February 22, 1741, an order was made, that the merchants should always keep a stock in

Rye	1000 lasts
Wheat	500
Barley	100
Oats	100

In the year 1770, the exportation was prohibited on the 7th October, and an order was made that 6000 lasts of rye, and 3000 lasts of wheat

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should always be kept in the city. The prohibition was continued till the last day of April, 1771, when the price was for

Rye	300 . .	florins per last.
Wheat	380 to 420	
Oats	150 to 160	
Barley	240 to 250	

Exported from Dantzic to all Places in the following Years, in Lasts, each at 86 Bushels English.

	Wheat.	Rye.	Bar.	Oats.	Pease.	Total.	Years.	Wheat.	Rye.	Bar.	Oats.	Pease.	Total.
1770	25038	36518	84	75	61	62874	1786	7386	21524	4661	1382	484	36725
1771	16876	13978	884	793	101	33984	1787	5431	8398	2574	1074	287	18439
1772	14401	18785	1148	675	88	36256	1788	3901	4558	1665	1020	155	11858
1773	10190	13357	1426	746	191	26715	1789	8495	13997	1314	415	200	25139
1774	13752	9260	1435	984	293	26802	1790	6904	8666	2517	722	5	19951
1775	11759	6842	1160	620	250	21925	1791	12119	10162	1923	2204	206	27344
1776	9333	6362	1670	867	304	19355	1793	14001	12107	1033	271	185	28068
1777	13968	6608	108	147	242	22001	1794	18997	12125	2265	2569	535	37202
1778	11506	7386	1287	1028	299	22414	1795	16872	3133	379	59	319	21040
1779	10359	7735	1708	1032	151	21921	1796	25972	8904	2042	122	1189	38686
1780*	9821	7726	552	216	241	19330	1797	26873	8495	2470	136	1027	40362
1781	5239	7799	950	314	126	15362	1798	26344	11760	812	18	858	39836
1782	3456	3977	621	85	180	9016	1800	41443	5051	1624	891	190	49592
1783	16910	13165	2299	719	336	33506	1801	36242	13806	5959	1874	835	58786
1784	16604	18640	2717	317	501	34862	1802	51595	27384	3949	1133	1024	85183
1785	14167	21379	2554	634	307	40150	1803	33303	28833	3120	1459	1235	68282

The following table will shew the quantities which were brought to Dantzic, and that which has been shipped off, and what remained at the close of each year.

Grain imported and exported at Dantzic, distinguishing the Store remaining each Year, in Dantzic Lasts.

	1797			1800			1801			1802			1803			1804		
	Import	Export	Store.	Import	Export	Store.	Import	Export	Store.	Import	Export	Store.	Import	Export	Store.	Import	Export	Store.
Wheat	28777	26873	10935	38863	41443	2966	13562	36242	10286	52622	51595	11313	40420	33303	18430	10867	42216	7081
Rye	15547	8495	13994	7736	5051	4840	12070	13806	3104	29050	27384	4770	32233	28833	8169	40852	14913	4109
Malt and Barley	3721	2902	1648	3399	1624	2091	5197	5959	1328	3377	3949	756	4032	3120	1669	5190	6480	379
Oats	1084	1036	153	1852	891	993	1437	1874	555	945	1133	367	1282	1459	191	1954	1879	266
Pease	1071	1027	544	336	190	187	877	835	229	993	1024	197	1832	1235	294	993	1117	170
BW. Grits	37	11	25	146	175	9	21	28	3	34	18	19	214	108	126	136	182	80
Mill'd do.	19	15	3	195	216	7	48	39	15	109	77	47	248	220	75	107	110	72
Total	48056	40359	27302	52527	49590	11093	63212	58783	15520	87130	85180	17469	79761	68278	28954	50099	66897	12157

* It must be observed, that, in 1780, the greatest part of the supplies went to Elbing, in this year was only to Dantzic of all grain, 13072 lasts; the year before, 23321.

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State of the Fluctuations of Prices at Dantzic, supposed to be influenced by those in England, in Florins per Last.

Years.	Wheat.	Rye.	Barley.	Oats.	Pease.
1797	f. 450	230	220	135	300
1800	f. 660	360	—	—	—

In this year, 25th July, was a high impost of about 106 florins per last on exportation; and, in the same month, the prices were up from 860 to 1050 nominally, the 5th Sept. fell down to f. 700 and 500; but the news from England of wet weather raised the prices to 800 f. The 14th October, the prices were from 680 to 900 f. exclusive of the impost; and, on the 31st from 900 to 1100 f. was paid, including the impost.

1801. In the middle of January this year, f. 1230 was paid for the best wheat. On 1st May prices fell from f. 1080 to 940. 1st Nov. were from 650 to 900 f. 25th December, the impost was taken off, and the old duties were continued.

1802. In May and August the prices were at f. 600. per last for wheat.

1803. 1st July, from 600 to 700 f. 1st May, from 480 to 620 f. 1st August, from 500 to 620 f. 1st November, from 500 to 650 f. per last for wheat.

1804. 1st January, from 520 to 630 f. 1st May, when supplies came down, from 480 to 600 f. 3d August, f. 430 to 550. 10th ditto, f. 600 to 610. 21st ditto, f. 600 to 650. 1st September, f. 850 to 900; and the highest price paid was f. 905. 6th Oct. f. 830 to 890 per last.

In the winter of 1804, as high as f. 1200. In the spring of 1805 it fell again to f. 1000; and in April to f. 950 to 800.

The duties in Prussia, even for grain, are continually varying in a temporary manner: for instance, if there is any extraordinary demand for grain, restrictions or new duties for the time have been imposed. The last new duties on exportation of grain were:

Wheat	Rixdollars 3 12 gr. per last.
Rye	2 —
Barley	1 12
Pease . . .	2 12
Oats	— 20

Fir and Oak Timber and Staves.

Next to the corn trade, that in fir and oak wood is of the greatest importance to Dantzic: we have already described from whence these supplies are brought.

Fir timber is principally brought down in its natural state, without being dressed or squared; it generally undergoes this operation at Dantzic, at the time it is purchased for shipping; or, in winter, when the people cannot be otherwise employed, they are occupied in pre-

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paring and squaring timber, either for exportation, or ready to make into planks.

Balks and heavy timber are hewn with the axe, and plained afterwards with the hatchet. Those trees which are to be sawn into deck-planks are first hewn on two sides till they are twelve inches thick, and then sawn into planks.

During the course of the year 1804, four saw-mills were building, for the purpose of sawing pine planks; one is already finished, and ere this, no doubt, the other three.

They chiefly manufacture here deck plank, which is reckoned better than from any other place: the proportions are,

Inches thick.	Feet long.	Inches thick.	Feet long.
3	40	1½	36
2½	40	1½	30
2½	36	1	30
2	36	1	36
2	30	1	30
1½	40	1	24

Fir balks and beams are sold by the running foot, according to their length, breadth, and thickness. But few masts are brought down, and those chiefly for their own shipping.

All oak timber, planks and staves, as well as ship timber, pass the Brack (pine wood is only excepted); and sworn persons are appointed for that purpose.

Staves.

At this place there is a yard, conveniently situated, close to the city, where all oak plank and staves, brought from the interior, and intended to be shipped off, are bracked; this brack is under the regulation and control of the magistrates of the city, who appoint men, recommended by the merchants and sworn into the office, and who are responsible for any defect or improper assortment. Whatever denomination is purchased or agreed for, the quality is sure to be equal.

There are many different sorts of staves, but at Dantzic only five, which are properly destined for the use of England; these are of three different qualities—crown, brack, and bracks brack.

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The guage for crown pipe staves, which the bracker has always in his hand at the time of assorting, is 4½ inches broad, 1¾ inch thick, and the length, 64 inches, which they must be at least; but they are always expected broader, thicker, and longer.

Pipe staves are from 64 to 68 inches long; 6, 5, and at least 4½ broad; 1½ to 3 thick.

Brandy staves, at least, 54 to 58 inches long; as thick and broad as pipe staves.

Hogshead, 42 to 45 inches long; as broad and thick as pipe staves.

N.B. All English measure.

The quality is ascertained by marks, to distinguish that of each.

Crown Pipe staves, stamped at the end K

Brack, in the middle . . . . . *I*
Brack's brack . . . . . *II*
Hogshead Crown, at the end . . . . . OK
Brack, in the middle . . . . *I*
Brack's brack . . . . . *II*
Brandy Hogshead Crown, at the end BK
Brack, in the middle . . . . . ⋈
Brack's brack . . . . . ⋈⋈

The letters are struck with a hammer, and the other marks are drawn over by an instrument.

Oak Plank.

This is likewise under the control of the Brack, in the same manner as staves, but by different Brackers.

The Crown plank, in the middle, is marked C

Brack, in the end and middle . . . . . B
Brack's brack, ditto . . . . . BB

To distinguish 1½ from 2, and 2½ from 3 inches, the 1½ is marked with . . . . . *I*
And 2½ . . . . . ⋈

At the end, in rough strokes, with coloured paint.

Brack is . . . . . yellow I
Brack's brack . . . white II
Crown . . . . . red III

Every dealer has his own number, by which it can be told who is the owner, in referring to the number; as, for instance, I. II. III. IV. V. VI. and so on.

It is to be observed that the oak timber trade only began 60 or 70 years ago, and that the lengths diminish every year.

The longer the oak timber, the better; 4 to 5 inches thick, average 32 to 34 feet long; 3 to 4, 28 to 30.

The crown oak plank is all bought up and selected for the British navy, and that which is the least defective by knots, and does not run full 12 inches in breadth from one end to the other, is put into the first brack.

Oak plank is assorted into the following thicknesses and lengths, and proportioned when sold accordingly.

Inches thick.	Fathom long.
4	8
4	7
4	6
4	5
3	7
3	6
3	5
3	4
2½	6
2½	5
2½	4
2	5
2	4
2	3

Quantities of oak knees and crooked timber are shipped off from Dantzic, for ship building; for the Danish and Swedish navies; likewise oak squared, as well as plank: not much of the latter.

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Ashes.

Formerly very large quantities of ashes were exported from Dantzic, and there were no less than thirty-one different fabrics, well known by each of their particular marks, and by which the quality was known.

Ashes have a bracker, and a commodious warehouse appropriated to this branch of trade. The calcined are opened, and the crust is taken off; others are not examined, unless any suspicion of the quality, or the staves of the hogshead are supposed too thick. Of pot ashes, every cask must be opened; they are made into three sorts, crown, brack, and brack's brack.

When a burgher, in Dantzic, deals with a Polander for pot-ash, or any other article, the quantity of which is determined by the scale, he is to allow him 10 per cent. tare, and 10 per cent. overweight, from each hundred; when on the other hand, the burgher on selling or exporting these articles, allows but 6 per cent. tare; from which the following balance remains in his favour:

He delivers when he sells -	200 lb.	He receives when he buys -	200 lb.
And allows only 6 per cent. makes - - - - - - -	12	10 per cent. he is allowed tare, makes - - - - - -	20
And gets paid	188 lb.	Remains nett	180
		10 per cent. overweight - -	18
		He pays for only -	162 lb.

Linens.

Very large quantities of coarse linen was formerly exported from Dantzic, called hempen and flaxen headens, all regularly assorted thus,

Best white hempen	Second-best middling headen
Best brown hempen	Best broad black
Second-best ditto	Broad low headen
Best broad headen	Low headen
Second-best ditto	Crocus
Best middling ditto	Middling ditto

and some others, making no less than sixteen different descriptions.

The purchases of linen are made from the Polander according to Dantzic ells; the buyers are allowed 2 per cent. per 100 ells; the sales and exportation are made according to the same measure.

Eight Dantzic ells are equal to five yards English.

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The ships belonging to this port in the year 1802, were 95, making 20,921 lasts; and on the first of January, 1804, 91 ships, making 20,104 English lasts of wheat, of which, fourteen were from 300 to 420 lasts each; but they have had even larger.

It is almost a matter of surprize that their shipping has not increased to a greater extent, considering the inducement the merchants have had, first, in carrying their own produce, even according to the British navigation act: as they have timber and all other necessary articles for building at a cheap rate within themselves, (canvas only excepted,) reasonable labourage, and a low rate for provisions and wages.

It is certain that no better ships could be built any where than at Dantzic, as they have excellent materials. There are several merchants who build for their own trade, and it must be admitted that they have confidence not only in the vessels, but masters and crews, for some of them have not been known to insure, yet some of them do at particular seasons, and then only partially.

Such encouragement however they have had, that three or four large ships are annually built; they work all the winter, when many hands have not other employ, of course wages are reasonable; they can collect about 300 people for employment in various departments of this branch. The carpenters make the masts, yards, &c. in short, there it is not a separate business, or such a division of labour as in England.

A ship loaded with 200 lasts of wheat at Dantzic, measures 335 tons in London.

It has been estimated that a ship of 130 lasts of wheat, of the best construction, materials, and workmanship will cost building at Dantzic, and equipping all ready for sea, provisions excepted, about 13,000 Prussian dollars, or 2166 pounds sterling.

The following sketch was taken in 1804, from the documents of a ship built at Dantzic, being in

Length of Keel - -	122 feet	Dantzic measure.
Breadth - - - - -	33½	
Depth in the hold -	13½ feet	English measure.
Between Decks - -	6	

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The cost for the materials, building, and rigging, as under,

	florins
Timber and planks	50000
Other wood and for carpenter's work and labour	2000
Iron work and rudder	14000
Other necessaries and iron work	5500
Carpenters work for the ship	24000
For masts, &c. to ditto	3500
Ropemaker's work to ditto	30000
Sailmaker, two sets of sails to ditto	20000
Blockmaker, for blocks to ditto	2000
Sundries to ditto	6000
The cost in florins	157000
Original cost of the same in Prussian dollars	59222½
In Dutch ducats	13074

or, in sterling money, about 6600*l*. This ship was estimated to carry 360 lasts of wheat, or 400 lasts of rye, of 10½ Winchester quarters each.

The expenses per month come to on an average	950
For 100 lb. of bread for ditto	24
100 ditto meat	40
100 ditto cheese	30
100 ditto butter	100
a shiffel of grey pease	9
ditto white ditto	8
For grits, per sheffel	13
hogshead ship's beer	16
Dantzic florins per month	1190
Four of which make a Prussian dollar, dollars	292½
Or, about sterling	£50

The wages are from 8 to 10 and 12 Prussian dollars per man, per month, according to their rank, which is not more than from 26 to 40*s*. per month.

The fluctuation of the trade at Dantzic, of latter years with former ones, will best be shewn by the number of vessels which have arrived and sailed. It must be observed, when the corn trade is lifeless, and not much stirring in timber, the trade at Dantzic is indeed dull.

	Ships.		Ships.
In the Year 1752	there entered 1042	and departed	986
1765	—— —— 1293	—— ——	1286
1777	—— —— 652	—— ——	673
1779	—— —— 537	—— ——	520
1781	—— —— 546	—— ——	489
1782	—— —— 447	—— ——	449
1783	—— —— 681	—— ——	694
1784	—— —— 839	—— ——	831
1785	—— —— 827	—— ——	835

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The increase of the trade of Dantzic will be shewn by the additional number of ships which arrived and sailed.

	Arrived.	Sailed.
1793	810	783
1794	898	828
1795	494	537
1796	851	829
1797	765	751
1798	1079	1043

	Arrived.	Sailed.
1799	1021	974
1800	966	949
1801	1217	1207
1802	1874	1916
1803	1888	1907
1804	1430	1424

The share which the shipping of each country or state has had in the trade of Dantzic was at the following periods:

	In 1770	1781	1796	1800
Dantzic Ships	142	132	142	186
English	95	57	118	286
Swedes	277	115	23	92
Danes	139	85	91	89
French	2	—	1	—
Hollanders	465	—	—	—
Prussians	—	—	—	81
East Frieslanders	—	55	57	155
Pomeranians and sundry others	127	45	60	60
Total	1247	489	492	949

In 1794	there were	167	English ships.	In 1799	—	204 English ships.
1795	—	112	—	1800	—	286 —
1796	—	304	—	1801	—	253 —
1797	—	143	—	1802	—	439 —
1798	—	239	—	1803	—	281 —

The prices, exchange, and even duties are fluctuating here; therefore the following sketch for proforma invoices will rather assist, from the form, to make ready calculations, than to govern them; it must be observed, that the export duties in Prussia are very reasonable, seldom exceeding 5 per cent. at any time, on any article; on grain at present as stated, and on some other goods very low. Import duties are heavy, besides great prohibitions to importation, particularly on all manufactured goods.

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PROFORMA INVOICES AT DANTZIC.

	WHEAT.	OATS.	FIR DEALS.
			are sold per shock of 60 pieces.
Charges on board, including the Sound duties	50 Lasts, at f. 800 per last, f. 40000 at f. 22 1100	50 Lasts, at f. 150 per last, f. 7500 at f. 14½ 725	10 Shock 3-inch, 40 feet, at f. 600 f. 6000 f. 4 per load 480
Brokerage of bills, and postage of letters			
Commission, 2 per cent	800	150	180
	Dantzic current f. 41900	Dantzic current f. 8375	Dantzic current f. 6660
If grain is shipped in bags, charges are ½ more; cost of bags not considerable.	At f. 22 per £ sterling 1904 for 50 lasts, reckoned 540 qrs. is 70s. sterling per quarter.	At f. 22 per £ sterling 380 for 50 lasts, reckoned 540 qrs. is 14s. sterling per quarter.	At f. 22 per £ sterling 302 10 for 10 shock, rekoned 24000 feet is 3d. sterling per foot.
	RYE.	**PEASE.**	**FIR TIMBER** is sold per cubic foot from 12 to 16-inch in square, or 15 to 20 in.
Charges on board, including the Sound duties	50 Lasts, at f. 400 per last, f. 20000 at f. 17 850	50 Lasts, at f. 500 per last, f. 25000 at f. 18 900	50 cubic feet, or a load, at 18 gr. per c. f. 30 at 3 per load 5
Brokerage of bills, and postage of letters			
Commission, 3 per cent.	400	500	1
	Dantzic current f. 21250	Dantzic current f. 26400	Dantzic current f. 36
	At f. 22 per £ sterling 966 for 50 lasts; reckoned 540 qrs. is 36s. sterling per qr.	At f. 22 per £ sterling 1200 for 50 lasts, reckoned 540 qrs. is 44s. sterling per quarter	At f. 22 per £ sterling 1 14 0 50 cubic feet is 3d. sterling per cubic foot.
	BARLEY.	**BRACK OAK PLANK** is sold per shock of 60 Pieces.	LINENS are sold per ell of 22½ inches English.
Charges on board, including the Sound duties	50 Lasts, at f. 240 per last f. 12000 at f. 16 800	10 Shocks 4-inch, 40 feet, at f. 1800 f. 18000 at f. 6 per load 1200	A half-last-bale of 36 rolls, is about 2500 ells, at 24s. per ell 666 20 per bale 28 0
Brokerage of bills, and postage of letters			
Commission, 3 per cent.	240	540	Commission, 2 per cent. 14 0
	Dantzic current f. 13040	Dantzic current f. 19740	Dantzic current f. 708 20
	At f. 22 per £ sterling 592 for 50 lasts, reckoned 540 qrs. is 22s. sterling per quarter.	At f. 22 per £ sterling 897 for 10 shocks, reckoned 21600 feet. is 9d. sterling per foot.	At f. 22 per £ sterling, is £32 for half-last-bale, reckoned 2500 ells. is 3d. sterling per ell of 22½ in. English

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Money Transactions, Exchange, &c.

All business relative to the exchange is done in Dutch ducats, fixed at 12 florins Dantzic currency each; as likewise all bargains for corn, wood, linen, ashes, beeswax, tallow, and other raw produce, are made in the same specie at that fixed rate; whilst unconnected with any such purchase it is current for 13 florins, 1 to 8 grosch of Dantzic currency.

Wines, drugs, and import articles, are generally sold in Dantzic currency.

GOLD.

There is a very great variety of coin at Dantzic; indeed no place has so much circulating specie, particularly in Dutch ducats. The Dantzic coin is greatly diminishing in circulation. The course betwixt it and the Prussian is constantly the same, 100 guilders Prussian are 133⅓ florins Dantzic currency; a Prussian dollar is 3 guilders, which makes 4 florins of Dantzic. All produce drawn from the former Polish provinces, now belonging to the empire of Russia, and to Austria, are paid for in Dutch ducats; the latter, however, take likewise ducats of the emperor's coin, with one or two per cent. loss, or Vienna Bank notes. The produce, however, drawn from that part of Poland, which is now called South Prussia, is mostly paid for in Prussian currency; as likewise those imports from the neighbouring provinces, which even accept of 3 grosch-pieces, and other small money.

1 Dollar has 3 guilders, 90 groschen, or 270 schillings Prussian.

1 Prussian dollar makes 4 florins, 120 grosch, or 360 shillings Dantzic.

1 Schilling has 6 pfennings.

Old specie dollars have 6 guilders, more or less. Timpffs, 18 groschen, sixers have 6 groschen, duitchens 4 groshen, poldracken at 1½ groschen, and groschen pieces at 3 schillings, and a schilling at 6 pfennings.

Foreign coins that circulate here, are as follows:

	Florins.	Grosch.
A louis d'or	25	—
A Frederick, d'or	20	24
A new Dutch ducat	13	4
An old full weight ducat	12	20
A ducat weighing half a louis d'or	11	9
A dutch cross, or Albert's dollar	5	24
A ditto ditto deficient in weight	5	3
An old ruble	4	25
A new ruble	4	12

1 Marc, Hamburg currency, is equal to 47 groschen Dantzic.

1 Florin Dantzic is equal to 10½ schillings Hamburg currency.

1 Florin Dantzic is equal to 9⅛d. English.

Books and accounts are kept in Dantzic currency in florins and groschen; 30 of the latter make one of the former.

The immediate course of exchange is on London, Amsterdam, and Hamburg, and on no other places.

The course on London is from 22 to 25 florins Dantzic currency per pound sterling, at three months date.

Although the terms of drawing are commonly three months, yet a bill drawn at a shorter date will fetch 3 groschen more for each month.

On Amsterdam—in pound Flemish for banco; but lately the merchants drew for money on that place in currency; the course is now between 360 and 390 grosch Dantzic currency per pound Flemish, at forty and seventy days date. The length of the date makes a difference of 1 grosch per pound Flemish.

On Hamburg is between 162 and 174 groschen per rixdollar Hamburg banco; at three, six, and ten weeks date, according to which a difference is commonly made of half a grosch per rixdollar; on the course of the bill, viz.

A bill drawn at ten weeks date fetches 170 grosch Dantzic currency per rixdollar. Ditto at six weeks 170½ ditto. A ditto at three weeks 171 ditto.

WEIGHTS.

99 lb. Dantzic	is equal to	95 lb. English.
76 — ——	. . . .	67 — Amsterdam.
39 — ——	. . . .	34 — Denmark.
81 — ——	. . . .	83 — Elbing.
109 — ——	. . . .	107 — France.
89 — ——	. . . .	80 — Hamburg.

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37 lb. Dantzic is equal to 39 lb. Liebau

78 — —— . . . 83 — Russia

1 shippound contains 330 lb. Berlin weight, or 3 centner.

1 centner contains 110 lb. or 5 stone of 22 lb. each.

1 Lispound contains 16½ lb.; 20 lispounds are equal to 1 shippound.

1 lb. contains 32 loth, which is equal to half an ounce.

1 pound has 2 mark, 16 ounces, 32 loths, 48 schott, or 512 pennyweights.

1 mark has 8 ounces, 16 loth, 24 schott, or 256 pennyweights.

1 ounce has 2 loth, 1 loth 16 pennyweights.

MEASURE.

17 Dantzic feet make 16 English feet.
51 Dantzic ells make 32 yards English.
83 —— . . . . 69 ells Amsterdam.
26 —— . . . . 21 Flemish ells.
31 —— . . . . 25 Russian arsheens.

1 last of grain contains 60 scheffels when purchased by the burghers, but when shipped off, only 56⅔ scheffels Berlin measure, equal to betwixt 84 and 86 bushels Winchester.

Ever since the city of Dantzic belonged to the Prussian territories, Berlin weight and measure has been introduced into the same; and all public scales have Prussian weights; 100 lb. of which make 105 lb. English.

To give a complete view of the trade of Dantzic, the following tables are here given of the exports and imports of Dantzic from 1793 to 1804, both inclusive, in the former of which will be shewn the proportion of the British trade compared with that of all other countries.

Also a separate table of exports to France, Spain, and Portugal,

The imports into Dantzic for the year 1804; likewise the exports for the same year to all places are fully detailed.

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Exported from Dantzic, in the following Years, distinguishing Great Britain and Ireland from all other Places.

		1793.		1794.		1795.		1796.		1797.		1798.		1799.		1800.		1801.		1802.		1803.	
Ships arrived		810		898		494		851		765		1079		1021		966		1217		1874		1888	
sailed		783		828		537		829		751		1043		974		949		1207		1916		1907	
Denominations of goods.	Meas. Wt. Numb or Value.	Total exports to all places.	Of which to Gr. Britain & Ireland.	Total amount to all places.	Of which to Gr. Britain & Ireland.	Total amount to all places.	Of which to Gr. Britain & Ireland.	Total amount to all places.	Of which to Gr. Britain & Ireland.	Total amount to all places.	Of which to Gr. Britain & Ireland.	Total amount to all places.	Of which to Gr. Britain & Ireland.	Total amount to all places.	Of which to Gr. Britain & Ireland.	Total amount to all places.	Of which to Gr. Britain & Ireland.	Total amount to all places.	Of which to Gr. Britain & Ireland.	Total amount to all places.	Of which to Gr. Britain & Ireland.	Total amount to all places.	Of which to Gr. Britain & Ireland.
Amber	florins.	27581	3144	11877	380	9557	2181	12474	1347	12639	300	7798	1238	6862	1188	2304	—	1965	—	4272	769	2304	429
Ashes, pot and pearl	shlb.	5642	235	7112	292	6992	388	11189	2957	13481	1090	17256	1771	11678	1243	9353	756	9931	446	13911	83	13628	972
weed	barrels.	9979	4060	12279	8893	14357	11492	10038	4186	9658	2113	18429	6138	13776	9760	8628	3627	13062	5770	13411	6862	10950	5660
Beer, spruce	—	1549	1471	2193	2006	1272	1236	2740	2588	2942	2706	3501	3326	2671	2486	2825	2747	2181	2106	3986	3853	4096	3986
Brandy from corn	ohm.	316	23	463	87	20	—	776	28	1157	47	1339	179	748	58	956	128	1992	294	1098	281	672	96
Bristles	stone.	738	254	374	73	879	503	582	101	208	—	668	34	612	612	521	99	912	4362	1025	87	1183	297
Cordials and spirits, &c.	florins.	34045	9476	16374	7955	23781	7714	44744	8277	44116	11649	24683	8646	31319	13497	24795	10053	10110	4185	27656	7679	37219	7520
Feathers	stone.	6482	5152	6801	5579	4482	4072	8144	2993	4000	3082	4982	4140	5596	4382	11033	10735	7282	4687	8176	4629	7625	7464
Grain, as barley	lasts.	666	536	1539	925	—	—	1512	994	1637	1152	812	591	816	169	922	116	3599	1623	1920	75	1209	36
malt	—	20	—	9	—	—	—	—	—	12	—	40	—	—	—	32	—	63	—	15	—	80	—
pease	—	361	236	469	379	287	116	1276	860	767	466	858	523	306	119	352	225	632	444	867	335	1015	684
oats	—	647	47	7212	—	—	—	14	12	2	—	18	1	451	62	528	476	961	549	26	2	142	—
rye	—	12109	2582	11495	1395	179	—	8672	3702	7682	803	11760	335	12653	1253	2214	1740	9592	2171	23622	1402	28871	533
wheat	—	15414	9451	18773	6244	13774	4283	26881	20407	23984	17496	26848	18357	25024	15713	40863	37202	37683	33748	52416	27028	34149	11725
Horse-hair	florins.	17265	326	27809	4737	33048	9422	2838	957	16091	906	15841	564	18386	3454	17890	4046	23221	306	19794	1957	11363	1955
Linen	shock.	39474	31179	43549	23637	30575	25654	68720	34518	84347	13919	38949	22406	61074	45401	23908	17787	56780	17986	40263	13162	62048	30507
Wax	shlb.	90	15	72	14	97	8	162	11	89	13	54	8	85	44	107	28	153	85	103	42	398	308
Wood, as balks	pieces.	23811	21918	15907	12491	23738	22476	20819	18904	21561	18218	19665	15869	29527	25756	38710	34458	32114	30343	49233	33622	70382	68830
oak planks	shocks.	380	355	469	448	427	402	513	473	618	520	591	520	663	620	682	627	602	595	541	445	792	766
fir do.	—	420	323	526	453	530	488	582	480	405	335	474	379	557	516	542	502	558	538	685	539	739	684
oak deals	—	64	53	81	58	119	70	191	108	213	130	367	255	171	620	220	155	198	192	278	186	154	130
fir do.	—	1415	813	1711	927	1590	1088	1305	833	1800	782	1780	646	1456	1000	1908	1300	1819	1211	2583	831	1877	1312
ash slips	—	197	197	256	256	153	153	198	190	123	123	155	154	301	225	293	293	295	257	154	150	49	49
Different kinds of timber	florins.	41282	33357	64013	52049	77881	68800	138629	108101	40938	25133	67752	29099	110594	78213	74913	61144	63566	53158	109074	62283	79319	67784
Oak-pipe staves	shock.	17430	14059	11922	11209	8251	6912	15429	11805	9958	8748	26852	17367	14527	11847	17446	12664	16299	13967	15054	12615	14284	14149
Hogshead, do.	—	3821	2145	1742	1383	2001	2001	4536	3968	3602	2968	7384	5968	5614	4363	6598	5442	4070	3712	5654	4124	5209	5225
Wool	stone.	5946	—	7403	—	9100	53	7709	492	7336	—	7348	—	8756	—	5870	31	1299	—	759	—	2168	4

A separate table for 1804 follows.

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Table of Goods imported into Dantzic each Year from 1793 to 1803, both inclusive.

Denominations of Goods.		1793	1794	1795	1796	1797	1798	1799	1800	1801	1802	1803
Almonds	lb.	—	—	—	37901	29199	38794	22932	26696	115432	29651	64521
Brass, inland	do.	—	—	—	—	—	—	—	8625	8649	11404	8845
Beer, English	barrels	1037	1306	1053	2504	2849	2789	2663	2893	4382	6199	10781
Candles, Russia	lb.	85316	115243	63784	16492	58973	88287	29604	33595	35337	33308	18024
Chalk, Swedish	barrels	7453	13040	8608	10278	12537	16125	9431	19339	12814	19436	26701
Cloth, different kinds	ells	34326	1081	1716	—	—	—	—	—	—	—	—
Coffee	lb.	1323699	1024312	1402102	1045037	1087970	1134467	758402	2128675	1374382	1907153	1444606
Cotton	florins	267357	34542	332942	77588	41584	26364	21064	—	—	—	—
Herrings, Dutch	barrels	750	404	801	562	657	88	55	669	41	1108	1335
Swedish	do.	26550	17591	17201	28639	15552	26841	15899	4503	25240	23467	19581
Indigo, fine	lb.	9016	10392	2412	9204	8375	13386	6003	11062	17923	15891	9867
Iron, Swedish	shlb.	3104	2388	2380	2773	2473	3585	2481	1224	3999	4615	6473
Old	barrels	664	2002	1686	2084	2537	1763	1387	1599	4266	3558	5621
Cast and inland	lb.	—	—	—	—	—	—	—	91703	95865	94228	163993
Leather, sole	do.	50065	51280	18672	50404	14839	17429	1364	2477	21640	12820	15054
Lead	centn'r	382	344	629	364	120	728	393	—	—	296	41
Lemons	pieces	336002	377546	274625	269150	318800	305250	299400	141750	521800	395600	459100
Nutmegs	lb.	196450	299760	285925	153788	151544	159445	211520	259468	675693	2054614	1204059
Oil, Hemp	ohm.	6108	2060	909	914	1159	692	458	825	626	1367	666
Train	barrels	838	531	815	503	1035	784	380	901	730	487	570
Salad	lb.	22648	42240	96816	85027	59408	10491	40111	50579	14526	61879	68565
Pepper	do.	—	—	—	55800	46053	65164	47671	99407	90494	165718	136884
Pitch	barrels	—	106	170	—	—	—	—	—	—	—	—
Raisin	lb.	—	—	—	177634	54871	143982	149060	108701	184374	178746	144140
Rice	do:	111462	281996	98492	345182	288043	390555	239901	169616	45203	398240	447599
Rum and French Brandy	ohm	258	277	405	746	556	256	453	725	666	1498	1412
Sail-cloth	pieces	350	1209	1872	592	1338	933	797	2378	1343	915	1473
Sugar Candy	lb.	193942	194900	259815	145135	169852	196772	100890	212844	170302	156848	157282
Refined	do.	324290	348984	704069	673609	596184	500301	501291	725121	951261	1396793	964878
Syrup	do.	206970	348136	381686	225279	290629	362776	372812	331735	603259	511847	876576
Tar	barrels	1901	1294	1827	1729	823	3879	240	2684	4148	1220	1712
Tea	lb.	28260	23198	32596	6894	19393	33119	21471	35284	8012	28447	24554
Tin	centn'r	55	51	8	14	42	28	57	—	—	—	—
Tobacco, smoaking	lb.	318542	943410	282024	321189	272322	184113	142245	145431	128974	244692	328060
Snuff	do.	256696	79896	140867	111557	95479	91505	95142	285759	149524	145692	140594
Leaf	do.	—	—	297093	339848	115492	380976	156488	190519	162716	176493	122485
Vinegar	hhd.	73	69	602	133	262	108	76	257	133	188	230
Wine, Champgn & Burgdy	bottles	28008	5601	10592	26822	20109	7350	7182	20614	12166	24650	37387
Moselle & Rhenish	ohm.	24	56	5	2	28	1	9	12	27	42	102
French	hhd.	4567	1665	5765	6132	3621	2373	6476	4939	5832	6583	10812
Sweet	ohm.	90	57	228	795	499	399	266	232	924	966	1415
Wood, Brazil	centn'r	885	418	772	754	1122	778	1012	951	2332	1145	607

*** A separate Table for 1804 follows.

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Exported from Dantzic to France, Spain, and Portugal, each Year from 1795 to 1805.

Denomination of Goods.		*1795	*1796	1797	1798	1799	1800	1801	1802	1803	1804
Ashes, pot	shlb.	——	——	699	2642	——	400	525	8708	4675	4842
weed	bar.	——	——	504	540	——	900	68	1462	960	3184
Amber	flor.	——	103	1274	——	——	——	——	54	——	256
Beer spruce	bar.	——	19	27	52	51	6	23	30	14	44
Brandy from corn	ohm.	——	28	16	90	14	9	7	35	16	8
Bristles	stone	——	——	——	——	——	——	——	230	30	——
Cordials, &c.	flor.	——	58	1435	1120	1266	1952	180	6000	544	2078
Feathers	stone	——	——	6	2	716	——	6	83	——	30
Grain, wheat	lasts	185	1113	2534	5698	5737	1979	2863	10704	6193	11916
rye	do	——	10	1579	828	221	——	339	420	441	468
pease	do	——	8	5	41	76	——	——	42	——	——
barley	do	——	323	301	124	352	120	330	573	349	1309
malt	do	——	——	——	——	——	——	——	——	——	——
oats	do	——	——	——	——	——	——	230	——	——	82
Horse hair	flor.	——	——	67	142	——	435	——	144	——	——
Linen	shk.	7813	19323	7520	6280	8245	——	7687	18300	21249	25953
Wax	stone	69	97	15	3	18	4	4	34	78	81
Wood, balks	pcs.	31	216	~~1883~~	~~789~~	~~1102~~	214	295	3821	122	873
oak planks	shk.	——	——	31	7	14	2	2	44	——	——
fir ditto	do	3	7	29	20	4	4	7	110	17	53
oak deals	do	——	1	5	17	9	7	3	24	——	——
fir ditto	do	53	29	255	119	97	64	78	688	88	432
ash slips	do	——	——	——	——	——	——	8	——	——	——
Different kinds of timber	flor.	362	482	7412	15376	5306	350	3103	2282	1915	20816
Oak pipe staves	shk.	1338	2998	924	5439	1843	4130	1987	2258	50	792
hogshead do	do	——	240	369	961	828	864	290	1341	20	52
Wool	stone	——	——	6	185	88	——	——	——	——	——

Those years marked thus,* denote that no exportation took place to France.

The Exports from Dantzic in the Year 1804.

Denomination of Goods.		To England.	To Holland.	Portugal, Spain, and France.	Denmark	Sweden.	Hamburg, Lubec, and Bremen.	Russia.	Total amount.
Ashes, pot	shlb.	136	4954	4842	439	—	47	—	10058
weed	bar.	7579	1685	3184	—	—	—	—	1248
Beer spruce	do	4306	43	44	34	3	2	—	4432
Brandy, double	florins	5610	366	2078	114	84	2635	3425	14312
corn	ohms.	25	27	8	92	91	33	—	276
Bristles	stone	360	174	—	57	7	—	—	598
Feathers	do	6408	160	30	39	44	9	—	6690
Grain,—Barley	lasts	500	49	1309	767	211	—	—	2836
Malt	do	—	—	—	2	25	—	—	27
Pease	do	555	73	—	137	59	68	—	892
Oats	do	197	—	82	75	—	—	—	354
Rye	do	218	3441	468	3829	1283	90	—	9324
Wheat	do	23747	2737	11916	1319	575	1493	—	41787
Horse hair	florins	1188	—	—	1829	8218	362	—	11597
Linen	shock	29263	1739	25953	7542	12	1553	—	66062
Wax	shlb.	18	—	81	—	—	—	—	99
Wood,—Balks	pieces	60546	1197	873	502	—	172	10	63300
Oak planks	shock	765	7	—	20	—	6	—	798
Fir ditto	do	783	9	53	18	—	—	—	863
Oak deals	do	143	6	—	69	—	—	—	218
Fir ditto	do	1088	194	432	227	—	20	1	1962
Ash slips	do	253	—	—	—	—	—	1	254
Pipe staves	do	9084	13	792	107	—	—	—	9996
Different kinds of timber	florins	52549	4063	20816	3477	—	134	30	81069
Hogshead ditto	shock	3119	—	52	388	—	—	—	3559
Wool	stone	120	572	—	207	7317	—	—	8216

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The Imports into Dantzic, in the Year 1804.

English beer	bar.	16362	Russia candles	lbs.	21460	Tar	bar.	2304
Lead	cent.	321	Nutmegs	do	987948	Train	do	684
Lemons	ps.	249500	Almonds	do	36087	Tobacco, smoaking	lbs.	132019
Coffee	lbs.	1775763	Inland brass	do	5730	snuff	do	122544
Swedish iron	shlb.	4543	Sweet oil	ohm.	76222	leaf	do	188663
Old ditto	do	8116	Rape and hemp ditto	do	578	Wine, Champaign and Burgundy	bot.	54904
Inland and cast ditto	lbs.	64139	Pepper	lbs.	188817	Moselle and Rhenish	ohm.	42
Dutch herrings	bar.	317	Rice	do	358866	French	hhd.	8027
Swedish ditto	do	13825	Raisins	do	182156	Sweet and Spanish	ohm.	897
Brasil wood	cent.	979	Rum and French brandy	ohm	1383	Vinegar	hhd.	226
Indigo fine	lbs.	11071	Sail cloth	pieces	528	Sugar, candied	lbs.	120772
Swedish chalk	bar.	23837	Syrup	lbs.	345085	refined	do	671355
Sole leather	lbs.	20432	Tea	do	24591			

CHAP. VI.

Of Stettin.—A General Account of the Trade and Navigation by the River Oder.—Canals joining the Oder and the Vistula, and the Oder and the Elbe.—Of the Transit Trade to Austria.—Ship Building.—General Table of Exports and Imports from 1798 *to* 1804, *distinguishing Great Britain, Ireland, and Holland, from all other Places.*

THIS city is the capital of Prussian Pomerania, and is about 100 English miles from Berlin, situated upon a rising ground, upon the west side of the river Oder, about 46 English miles from its mouth, or Swinemunde, its port on the Baltic. It formerly held a conspicuous rank as one of the Hans Towns; it is a neat healthful city, populous, and reckoned to be as strongly fortified as any in Europe. It has spacious and secure moorings for shipping opposite the town, a large commodious quay, along side of which goods are landed from any ships which can get over the bar at the mouth of the river. The warehouses are conveniently situated for carrying on extensive and general business.

Its inland trade extends to Austria, Poland, Silesia, and other parts of Germany; and its maratime trade to England, Holland, France, Spain, Denmark, and Norway; it has also a share of the trade in the Baltic, to Sweden, Russia, Mecklenburg, and many ports in Prussia.

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Formerly Stettin had the staple trade of several articles, such as linseed, herrings, train oil, and iron; but, at present, its staple-right is only extended to linseed, chiefly for Silesia and the linen manufacturing districts. The exportation by the Baltic, consists chiefly of oak timber for ship building, staves, fir timber for general purposes, glass, salt, pot-ashes, and lastly fruit, as apples, &c. of the former, however, wood forms the most valuable branch, notwithstanding the wood administration, or the comptoir belonging to government, has the privilege of the sale of inland timber and staves, brought from Poland, which latter are chiefly exported from hence and Hamburg, on which a saving of 6 per cent. is made. Farther, Stettin deals extensively in yuft hides, and large quantities of hempseed oil and tallow, linseed, flax, and yarn, from Russia; and from France, wines to the annual amount of 21645 tons, according to accurate lists kept from 1787 to 1796. From the year 1787 to 1796, the annual export of fruit to Russia had increased to 3714 tons. Near the Oder, are the grand salt-magazines, in which the salt of Prussia is preserved.

In the year 1800, the ships belonging to Stettin were 161 in number, amounting to 13296 tons burden, valued at 854065 rixdollars, and manned with 1044 men, forming about one-third of the whole Pomeranian shipping. In the year 1777, there arrived here 1185; in 1782, 1147; in 1783, 1186; in 1789, 1008; in 1790, 1051; in 1793, 1121; there departed in 1777, 1242; in 1782, 1171; in 1783, 1209; in 1793, 1114, exclusive of a considerable number of smaller craft from Berlin and the interior.

So long as the French occupy all along the coast of the North Sea, and the North-west of Germany, and the Weser and Elbe remain blockaded, Stettin may be considered as the most convenient and secure port for carrying on trade with the interior and northern parts of Germany, by that fine river, the Oder, which runs through a great part of the north of that empire, supplying all the provinces through which it passes with their foreign wants, and carrying off the produce and manufactures of those countries to the principal northern ports, by means of its great navigable advantages, in being connected with the river Elbe, by three canals; viz.

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The canal of Frederick William, which was dug betwixt the years 1763 and 1768. It is about fifteen English (or 3 German) miles long, 5 Rhenish roods wide, and has 10 sluices: above Frankfurt, it joins the Oder to the Spree, and the latter near Brandenburg, unites with the Havel, and this river falls into the Elbe.

2. The canal of Plauen, executed betwixt the years 1743 and 1745, was made to join from Plauen, the Havel with the Elbe at Parey. This canal is 4½ German (or about 20 English) miles long, 40 to 50 feet feet wide, it has only three sluices, and shortens the navigation, from the Oder and the Havel into the Elbe, more than one-half.

3. The canal of Finow, which above Olderberg, was made at the same time, by means of the rivers Finow and Havel, to join the Oder with the Elbe, and has 13 sluices.

The communication of the Oder with the interior of the northern parts of Germany and Poland is of a greater extent than is at first imagined. Considerable quantities of grain and other articles might be brought from Great Poland, by means of the river Netze, which, by the Bromberg canal, connects the Vistula and Oder. The Poles never availed themselves of this advantage, but most likely the Prussians now will.

The river Oder has its source on the very borders of Moravia, not far from Frideck; in Silesia, it touches the towns of Oderberg, Ratibor, Oppeln, Brieg, Breslaw, and Gross; Glogau in the Neumark, Frankfort, Custrin, and Schwedt; and in Pomerania, Gatz, Greeffenhagen, and, lastly, Stettin, where, one of its arms, called the Reglitz, forms the lake of Damm; but with its principal waters in three arms, the Devenow, Swine, and Peene, falls into the Baltic, receiving in its course below Crossen, the Bober, and Netze, and, near Custrin, the Warte; the Warte previously receiving the Netze.

When the described connection of the river Oder with the Elbe comes to be considered, it will be seen, that all the manufactures of Silesia, and the most valuable produce of the considerable district it runs through, is diverted from Stettin, by the capital and merchants of Hamburg, which city, by its convenient situation on the North Sea, and by the described inland navigations and communications, draws

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all those advantages which Stettin is entitled to possess; however, this will not most likely ever be the case, unless the Elbe and the north-west of Germany, becomes blocked up altogether, and Hamburg is deprived of her trade by the present channels; for the frost setting in earlier, and continuing longer at Stettin than at Hamburg, exclusive of this interruption to the navigation, the voyage round by the Sound and Cattegate, is to be considered, as well as the obstacles the Oder presents at its mouth, which, however, are removing.

Of the three branches of the Oder already mentioned, falling into the Baltic, the Swine forms the sea-port of Stettin, and is called Swinemunde, which is about 9 German, or about 46 English miles by water, from the city. The port itself is deep and safe, but a sand bank at its entrance, called the Platte, prevents all large ships from having access to it; the depth of water on the sand-bank is various, being, from 8½ to 10 feet, so that they are obliged to load and unload a part, or the whole of the cargo (according to the draught of water of the ship) in the road. Besides the Platte, there is another sand-bank, at the distance of about two German miles from Swinemunde, and situated near where the Great Haff falls into the Swine; this is called the Quaphahn, and the depth of water upon it is frequently like that of the Platte, but generally something less. For the convenience of loading and unloading large ships in the roads, and transporting goods to and from Stettin, there are at Swinemunde and Stettin, lighters of 20 to 35 lasts each, properly adapted for the purpose, under certain regulations of the magistracy of the city, who, in July, 1790, limited the number to 119, which were able to carry 2481 heavy, or 3471 Dutch lasts; a part of these have lately become useless, in consequence of the improvements now making to increase the depth of water over the banks, near Swinemunde; so that, at present, there are not more than about 80 lighters, carrying about 2000 lasts, which are established for the purpose; the freights of which are fixed by what is termed the lighter-regulations.

The distance from Stettin to Berlin by water, through the Finow canal (being the shortest way) is, on account of the meandring of the Oder, about 55 leagues; and if the wind and weather are favourable

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the passage is made, by the Frankfort barges, in 10 or 12 days: these, vessels are long and flat bottomed, sail very fast, but do not carry more than about 12 lasts of 72 scheffel each, Berlin measure.

The land carriage, from Stettin to Berlin, is by way of Schwedt, Angermunde, Neustadt, Eberswalde, and Bernau, about 100 English miles, and the rate is generally from 20 grosch to 1 rixdollar per centner of 110lb. (or 114lb. English.)

Stettin may properly be said to be the port of Berlin, the metropolis, on account of its being the most contiguous port to it; yet the most valuable and extensive branch of trade goes by way of the Elbe to Hamburg. Prussia might derive great benefit by encouraging the building of shipping, and the carrying trade, for which Stettin is so well adapted, first, by the improvement of the port at a very small expense, and, in the next place, on account of its producing a great quantity of building materials at a more reasonable rate than at most other ports of Prussia; but, for want of proper encouragement, they are languid: the vessels in general belonging to this port are inferior to those of Dantzic, Konigsburg, or other ports of Prussia, in workmanship, but not in the materials.

Some idea may be formed of the number of ships and tonnage belonging to this port, by the tables of the imports and exports: in 1803, the number consisted of 212 vessels.

They have a very good regulation here, by which the ship-owners are obliged, every year, to give in a list to the presiding senator of the company of ship-owners; of the number and burthen of shipping belonging to the city, or to the owners residing therein.

On account of the communication of the Oder with the Elbe, wood and bulky articles come chiefly down to Stettin; of course, their trade has been but limited: the state of the Elbe will, however, be the means of extending it. In order to display it the more fully, there are tables, one of the imports, and the other of the exports for a few years, by which some idea may be formed, of the variations that have arisen in the trade since the year 1797, relative to which one observation is necessary. In the custom-house accounts, Great Britain, Ireland,

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and Holland, are always put under one head; therefore, on reference to those general tables, there will be found, under each year, the quantity in a separate column, to all places, whilst the other contains particularly the quantity to Great Britain and Ireland, and to Holland.

It will be seen from these tables, that the trade between those countries and Stettin is not very considerable, though since the blockade of the Elbe it is on the increase. The articles of wood are not so much esteemed in the British markets, as from other Prussian ports; not, perhaps, on account of the quality, but neglect and method of preparing and bracking them with the same care and regulation as at other ports. A brack for goods in general, on the footing of Dantzic and Konigsburg, is not introduced here; nevertheless, wood, and particularly staves, and oak plank, make a kind of an exception, the former being sold by what is called the senate brack, and decided also by the same, in case of dispute, but it is not so strict as that of the cities described. Plank and ship timber bought by the Admiralty of Denmark, (which for some years past has made considerable purchases here,) are generally received by their sworn bracker, either in the timber ponds or here in the yards, according to their instructions. However, some good timber, and articles of wood in general, can be picked out by a judge attending to it himself, and now and then a few masts for the English navy, and larger merchants ships.

The most considerable trade at Stettin is with Denmark, Norway, Sweden and France; to the latter are sent staves, and from thence wine is received in return; but the general tables will detail the usual trade. All merchandise may pass through Stettin, into Saxony and Austria, on paying a very reasonable transit duty, according to fixed rates, the established customs are moderate, but the excise duties are variable here, as in all other Prussian ports, differing according to the privileges of the respective cities; the way of laying them on is also various and uncertain, that the particulars would make a volume.

In the month of September, 1804, a vessel was launched here, entirely built under the sole superintendence of the owner, who was likewise the master. He had bestowed particular pains, not only in

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making reasonable contracts for all the requisite materials, but attending minutely to their respective qualities; this vessel was built entirely after the English architecture and model. She had been but seven months building; the timber was seasoned, which was collected from all the dealers yards, at the contracted price on the quality being approved.

The ship being afloat, her water-line was . .	101 feet
Breadth	30
Hold under the beams	11½
Betwixt decks	5½

Calculated to contain 172 Stettin lasts, and that she would carry from 450 to 500 tons English.

The contract for the wood was 40 dollars per last.

Carpenters work, 13 dollars per last.

Iron work throughout, including anchors at 3 grosch per lb. and the rudder irons 3½ gr. per lb. altogether cost 2,400 rixdollars.

The running and standing rigging, including the cables, made of the best Konigsburg rein hemp, was contracted for, at 42 dollars per ship-pound.

The masts, yards, &c. were had at the places. With the carpenters work, and other materials ready for sea, the ship cost 22000 rix-dollars, or about £3,600 sterling: but, it must be observed, that no ship was ever built so well, or fitted out in so costly a manner from Stettin. They certainly do not build so well here, generally, as at Dantzic; nor are their ships in such estimation.

By these imperfect details, the ship-owners of England may make a comparison of the cost of shipping, and the expense of navigating them from hence, which is as reasonable, if not more so than from Dantzic and Konigsburg.

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Money and Exchange.

They keep their invoices, accounts, and books here, in rixdollars and gute grosch, reckoning 24 gute grosch to a rixdollar; 1 gute grosch has 12 pfennings, and this is called current money, which has been in circulation since the reduction in 1763, and in which all bills of exchange are paid, and which all the law proceedings and documents call the currency fixed in 1764. They have several coins current, of different denominations, not used for mercantile accounts; they consist of 4 grosch, shillings, sixpences, dryers, and one penny pieces, which generally bear a discount of 1½ and 1⅞ per cent. compared with the grob current.

EXCHANGE.

Bills of exchange are here drawn and received in the above current money, and the course upon the respective places are as follows::

Amsterdam, at 2 months, giving so many rixdollars Prussian currency, for one hundred dollars banco. (143 rixdollars per cent. or par. 100 Dutch dollars banco).

Hamburg, at 2 months date, so many Prussian rixdollars currency for 100 dollars Hamburg banco. (150 for 100.)

London, at 3 months date, so many rixdollars and gute grosch for the pound sterling, (average 6 dollars for the pound.)

WEIGHTS.

The Stettin centner of 110 lb. is equal to 114 lb. English.

1 shiplb. has 2½ centners, 20 lislb. or 280 lb.

1 centner has 8 lislb. or 112 lb.

30 lb. in Hamburg, makes 31 lb. in Stettin, (difference 3 ⅛ per cent.)

MEASURES.

Corn. 1 last has 4 wispel, 8 drömt, or 96 scheffel.
1 wispel has 2 drömt, or 24 scheffel.
1 drömt has 12 scheffel.
1 scheffel 16 metzen.

1 Stettin last of wheat, of 96 scheffels, measures in London, 14¼ Winchester Qrs.

——— Rye ——— ——— ———
——— Barley ——— ——— ———
——— Oats ——— ——— ———
——— Pease ——— ——— ———

60½ scheffel in Stettin, makes at Hamburg 1 last.

——— ——— ——— Amsterdam

1 chaldron of coals, Newcastle measure, makes 34½ Berg scheffels, and 1 Berg scheffel is equal to 1½ Berlin scheffel.

88 Stettin ells make 100 Hamburg ells.

74 Hamburg feet make 75 Stettin feet.

626 Amsterdam feet make 627 Stettin feet

In wood, 31 Rhenish feet make 32 English feet.

1 mile of 9 loads of fir balks are 450 cubic feet.

——— Oak planks and boards 400 ditto.
——— Oak staves, pipe 1200, equal to
——— 1800 hhds.
——— 2400 barrels
——— 3600 hhd. headings
——— 4800 barrel ditto.

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The Exports at Stettin, and Departure of Ships, to all Places, but particularizing Holland, Great Britain, and Ireland, to shew the Proportion of the Trade to all other Places, from 1797 *to* 1804.

		1798		1799		1800		1801		1802		1803	
Number of ships { loaded		99	761	111	750	125	761	161	778	127	818	—	—
{ ballast		2	88	2	71	3	71	3	85	1	80	—	—
		101	849	113	821	128	832	164	863	128	898		
Denomination of Goods.	Weight, measure, or value.	Holland, Gr. Britain, and Ireland.	Total amount to all places.	Holland, Gr. Britain, and Ireland.	Total amount to all places.	Holland, Gr. Britain, and Ireland.	Total amount to all places.	Holland, Gr. Britain, and Ireland.	Total amount to all places.	Holland, Gr. Britain, and Ireland.	Total amount to all places.	Holland, Gr. Britain, and Ireland.	Total amount to all places.
Alum	centner	—	1320	—	883	—	19	—	9	28	2142	—	1124
Ashes, pot, weed, &c.	—	—	156	242	365	7	491	50	489	191	194	—	—
Anchors for ships	shlb.	—	129	—	99	—	268	—	259	—	359	—	64
Antimony	barrels.	140	250	92	158	24	85	48	70	23	61	167	178
Arsenic	centner	578	735	230	660	864	964	300	490	966	1210	700	1067
Blue	—	—	61	—	53	—	50	—	90	—	50	—	59
Brandy	hhd.	—	—	—	—	—	—	—	229	—	61	—	4
Brass	centner	—	462	—	248	—	341	—	371	—	431	—	407
Bricks	pieces	—	259256	—	108900	—	108800	—	113000	—	246000	—	225500
Calamine	barrels.	—	544	—	100	—	15	—	215	—	50	—	475
China	chest.	—	71	—	114	—	58	—	102	—	81	—	271
Cloths	pieces	—	34482	—	36551	—	32104	—	32472	—	22410	—	14944
Copper	centner	—	1850	—	990	—	745	—	290	—	100	—	170
Flannel	pieces.	—	1124	—	113	—	14	—	102	—	9	—	281
Fruit, fresh	barrels.	—	2703	—	2257	—	476	—	1395	—	1327	—	987
Fustian	piece.	—	712	—	497	—	753	—	314	—	538	—	577
Glass, inland	chests.	612	1810	—	1830	—	1927	—	1662	—	1870	—	1906
Bohemian	—	—	299	—	460	20	557	—	484	144	847	122	846
concave	rixdol.	—	3756	—	5258	—	4591	—	2472	—	5500	40	5596
Grain, barley	lasts.	—	—	—	—	—	42	—	20	—	—	—	22
malt	—	—	—	—	—	—	—	—	—	—	—	—	34
oats	—	—	—	—	—	—	19	—	—	—	32	—	130
pease	—	—	—	—	—	—	11	—	3	—	—	7	9
rye	—	—	439	—	—	—	218	—	150	—	—	—	114
wheat	—	696	1614	110	120	218	546	—	4067	577	1566	—	6
Herrings	barrels.	—	5	—	18	—	323	3189	91	—	211	—	286
Hops, measuring 24 bushels	bush.	—	198	—	76	1	172	—	115	—	117	—	29
Iron and cast do.	centner	—	10406	10	8290	—	7498	—	6100	—	5287	200	7101
Lime	barrels.	—	418	—	489	—	995	—	463	—	886	—	578
Linen	chest.	3	81	1	145	1	102	—	149	1	135	52	247
Lead, inland	shlb.	—	428	—	181	—	—	13	—	—	—	—	248
Retailed goods	centner	46	3829	9	3198	548	3791	432	4918	15	2247	131	2629
do.	—	115	45918	30	35254	51	31807	50	49099	60	46007	265	46957
do.	—	—	44	—	8	—	19	—	10	7	35	9	34
Red colour	—	—	3339	—	2430	—	1947	—	3206	—	7202	—	4809
Salt	lasts.	—	5594	—	5393	—	1629	—	2332	—	2905	—	3242
Scythes	centner	—	3486	—	3874	—	3960	—	3818	—	3336	—	2424
Soap, black	tun.	—	3	—	1	—	5	—	4	—	3	—	2
Tar	—	—	—	—	12	—	28	—	40	—	73	—	—
Tobacco, inland and foreign	centner	—	15792	291	21036	—	12599	—	5981	—	5163	—	2995
pipes	chests.	—	2542	—	2330	—	2621	—	2516	—	2649	—	2272
Victuals	rixdol.	—	958	—	623	12	2899	10	1700	—	2024	—	1060
Vinegar	oxpds.	—	34	—	73	—	32	—	87	—	111	—	105
Vitriol	centner	—	105	—	74	—	86	—	77	—	178	—	479
Wine, French	hhd.	—	622	—	296	—	609	—	589	—	483	—	486
Hungary	rixthlr.	—	90490	—	28053	—	19906	—	57795	—	3401	360	13651
Wood, as deals	shock.	20	351	36	245	24	168	34	300	28	312	22	242
French	—	29	37	23	38	211	321	48	105	20	84	18	100
hogshead hoops	—	1362	1899	1537	1899	972	1732	976	1222	786	1470	1359	2416
staves	—	2192	3007	2595	3711	1509	2326	1525	2151	936	1828	2010	3027
fir-wood	fathom.	—	3801	—	6454	22	6771	82	4838	12	5213	31	5696
timber	rixdol.	6722	30259	8790	25313	18076	41359	17604	35720	17276	49034	39031	66237
clapboard	shock.	134	577	25	214	208	796	54	294	369	546	145	440
planks	pieces.	7	4107	144	3956	839	10564	887	11355	1146	13624	6139	14105
shipwood	rixdol.	—	7486	3004	4293	4653	13751	804	13391	484	13590	232	6773
pipe-staves	shock.	8612	13696	9997	15582	6086	12901	4006	9927	3281	10454	8839	13947
barrel-heads	—	454	928	270	484	320	458	297	632	345	773	350	668
staves	—	17328	33064	20151	28825	17522	32529	12449	18308	12050	26404	20979	34765

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The Imports, at Stettin, and Arrival of Ships, from 1797 *to* 1804, *from all Places, particularizing Holland, Great Britain, and Ireland, to shew the Proportion of the Trade from other Places.*

		1798		1799		1800		1801		1802		1803	
Number of ships { loaded		43	550	48	535	70	403	75	528	83	549	121	742
{ ballast		51	292	26	290	53	317	54	315	51	365	28	230
Total		94	842	74	825	123	720	129	843	134	914	149	972
Denominations of Goods.	Measure, Weight, and Value.	Holland, Gr. Britain, and Ireland.	Total amount from all places.	Holland, Gr. Britain, and Ireland.	Total amount from all places.	Holland, Gr. Britain, and Ireland.	Total amount from all places.	Holland, Gr. Britain, and Ireland.	Total amount from all places.	Holland, Gr. Britain, and Ireland	Total amount from all places.	Holland, Gr. Britain, and Ireland.	Total amount from all places.
Almonds	centner	102	481	39	170	—	406	—	214	13	364	23	1217
Ashes	—	—	4791	—	6635	—	5355	—	4788	—	9332	—	6218
Arrack and Rum	hhds.	—	187	—	113	2	202	—	167	69	504	14	248
Beer	barrels	70	277	—	380	20	120	28	80	123	199	146	243
Brandy	hhds.	—	140	39	182	87	190	—	80	—	243	2	180
Butter	centner	6	2691	4	2801	2	1796	9	1771	6	2036	80	2106
Chalk	lasts	—	949	—	970	—	687	—	570	—	857	—	552
Cheese	centner	908	2576	435	2066	1211	1901	1098	1812	1360	2364	2772	3418
Coals	lasts	386	411	138	241	820	856	744	744	319	380	923	937
Coffee	centner	12323	18537	5947	9712	14425	24906	7697	10484	8480	13819	11818	16943
Cotton	—	—	224	—	94	—	84	3	111	7	219	136	336
Currants	—	—	1434	—	67	—	541	—	56	67	1338	265	1206
Fish, dried	shlb.	—	2191	—	1574	—	2804	—	1555	—	1972	—	2224
Herring, salmon, & haddock	barrels.	6	26582	—	38612	316	17845	—	52890	6952	54044	2685	49627
Flax	centner	—	619	—	307	—	446	2	776	—	357	—	386
Grain, Barley	lasts	—	165	—	245	—	198	—	58	—	66	—	405
Pease	—	—	12	—	13	—	11	—	4	—	5	—	100
Rye	—	—	693	—	2006	—	507	—	84	—	145	—	5790
Oats	—	—	33	—	156	—	19	—	98	—	247	—	527
Wheat	—	—	3	—	118	—	182	—	100	—	82	—	487
Hair	centner	—	195	—	208	—	132	—	298	—	413	—	450
Hemp	shlb.	—	61670	—	46801	—	47199	—	61205	—	70140	—	39419
Hides	decker	—	123	73	318	—	118	250	572	417	1569	45	2003
Indigo	centner	218	268	131	158	395	425	81	82	163	220	347	360
Iron	shlb.	—	3705	—	2462	—	1968	—	3657	—	4325	—	6437
Isinglass	centner	1328	1370	280	367	736	858	277	280	318	352	252	286
Yufts	shlb.	—	4579	—	5071	—	5001	—	6188	—	5721	—	2957
Lead	—	339	339	153	194	152	254	275	298	206	269	55	65
Lemons	chest	—	1153	7	772	—	370	—	383	—	707	—	500
Linseed	barrels.	—	35515	—	10201	—	1419	—	5771	—	8560	—	23391
Logwood, in pieces	centner	27572	31040	25564	30962	23685	30566	20961	23777	21714	25110	24762	30791
ground	—	462	1305	262	650	1151	1647	330	786	1483	1974	1038	1328
Mats	decker	—	6540	—	1350	—	4028	—	10246	15	7489	—	11668
Oil, Turpentine	pipes	—	396	—	90	3	34	—	21	—	628	1	1150
Hemp	ohm.	—	3773	—	3017	—	15000	—	8231	—	13963	—	13043
Linseed	—	—	30	—	30	—	24	2	49	—	49	—	24
Rape	—	72	78	—	—	86	86	2	2	12	12	10	10
Pearl barley	centner	49	136	31	51	64	64	23	23	48	48	33	33
Pepper	—	2493	4585	712	1877	1786	3256	1183	2416	1398	2366	3978	5403
Rocksalt	lasts	827	827	184	184	1013	1013	1228	1228	718	718	1188	1188
Retailed goods	centner	20	545	70	290	258	688	240	525	160	284	8608	9355
Ditto	rixdol.	7028	18543	4680	16979	8701	19858	12275	29578	9555	26941	22562	41894
Ditto	chest	81	98	65	76	122	132	69	89	110	115	147	154
Rice	barrels.	1362	2301	452	1824	2	666	1	158	1347	2796	1657	2516
Rosin	centner	26	7106	—	3358	3	889	—	2506	173	5326	512	7463
Salt	last	352	352	2063	2063	1072	1092	1162	1162	814	814	704	716
Saltpetre	centner	—	80	—	—	—	—	2928	2928	2588	2603	7539	7548
Sailcloth	pieces	292	1024	216	1041	154	1598	130	1616	105	977	92	1120
Skins	decker	—	3865	37	4766	104	6744	—	5104	—	8643	242	7038
Sugar, raw	hhds.	544	4586	681	2384	1163	3684	450	1562	928	3610	2605	5521
Sulphur	centner	—	648	4	13	8	88	—	—	120	574	312	1113
Syrup	—	5483	25536	6981	20661	15989	41723	3496	24871	21278	42098	40484	60517
Tallow candles and soap	—	—	11030	—	8393	—	17984	—	27602	—	20437	—	53548
Tea	lb.	156	7439	314	5902	897	9136	922	3012	689	8158	337	9282
Tin	centner	371	671	726	747	329	345	88	88	341	345	440	444
Tobacco	—	827	4140	653	3606	969	3701	573	3702	1687	8630	1987	7203
Train oil	barrels	34	21610	—	19080	1432	7040	509	18930	2233	11003	6386	12975
Tow	shlb.	—	13906	—	8051	—	9463	—	14327	—	15031	—	11872
Provisions	rixthal.	12	2881	46	4829	165	4712	58	5010	259	7112	125	7796
Vinegar	hhds.	1	101	—	74	14	63	2	60	2	58	—	75
Vitriol	centner	890	890	1186	1226	1067	1070	1352	1352	802	816	838	1408
Wholesale goods	—	4464	10769	5004	9737	6183	11487	5341	10638	5727	17845	15725	27756
Wine, Champaigne & Burg.	rixthal.	2462	4271	1463	2278	2223	4985	2904	6229	8712	12232	5889	9940
French	hhds.	—	13002	2	23280	—	13689	111	18682	97	18800	29	29810
Rhenish and Moselle	ohm.	19	19	8	9	18	22	10	13	62	63	19	34
Sack	—	—	—	—	—	—	—	—	—	—	2	—	1
Spanish	—	4	2477	3388	3464	1	2717	442	774	—	9449	—	4950

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Exports from Stettin to France and Italy from 1797 *to* 1804.

Names of Goods.		1798	1799	1800	1801	1802	1803
Wood, Deals	Shock.	9	26	17	8	17	18
Hogshead hoops	——	383	215	463	12	396	800
Ditto staves	——	272	393	386	27	276	235
Timber	Rxdrs.	656	1051	333	327	3796	581
Clapboard	Shock.	63	9	225	——	——	17
Planks	Pieces.	——	855	269	220	1023	——
Shipwood	——	192	——	252	755	3617	——
Pipe staves	——	1141	1004	1963	208	1114	1649
Tun hoops	——	206	118	99	41	143	158
Ditto staves	——	9005	2910	11017	——	7802	7466

CHAP. VII.

PRUSSIAN POMERANIA.

The Trade and Navigation of Stolpe, Rugenwalde, Colberg, Treptow, Cammin, Uckermunde, Anclam, Demmin, Swineomunde; their Imports and Exports collectively.

OF Stettin, the capital of Prussian Pomerania, we have already treated. This district is not productive in grain: some years it is obliged to import from Dantzic, Elbing, and Konigsburg. It has some manufactures, principally of linen, but not much commerce; we shall therefore treat of all the ports under this general head, as they are all in Prussian Pomerania.

STOLPE is the capital of the circle of that name in further Pomerania; it lays on the River Stolpe, about ten miles from its harbour, called Stolpemunde, to which some ships belong. Small craft can only get up to the town. It exports a little fir and oak timber, and

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some staves, but they are of an inferior quality to those from Dantzic or Stettin. It is about 100 miles west from Dantzic.

RUGENWALDE lays about 80 miles west of Stolpe; its harbour is directly on the Baltic, and the town is situated on a small river, called the Wipper. It has a few small vessels belonging to it, and but little trade.

COLBERG has rather more trade than the other ports of Pomerania, being situated about the centre of it on the Baltic coast, where the country is more populous and better cultivated. It stands upon the River Persante, and on its discharge into the Baltic forms a tolerable harbour for its size. It has its share of shipping and foreign trade. A good deal of linen is manufactured here.

TREPTOW is a small town, situated on the small River Tollensee; it has but little trade, but some shipping of a small size.

CAMMIN is situated near the Baltic, upon one of the branches of the Haff, where it falls into that sea, has little or no trade, but some small shipping.

UCKERMUNDE is an inconsiderable town, situated at the mouth of a small river, called the Ucker, where it falls into the Great Haff; it has but little trade, but carries on the building of smaller vessels. It lays at the S. W. extremity of the Haff.

ANCLAM was one of the principal Hans Towns. Its appearance denotes its former wealth and importance. It is situated upon the Pene, which falls into the western branch of the communication betwixt the Great Haff and the Baltic Sea. The River Pene is navigable up as far as Demmin; and tolerable sized vessels can get up to the town of Anclam. It builds several smaller-sized vessels annually. When the exportation of corn is allowed, the quantity shipped from hence, has not been inconsiderable, being a corn country around it, with the advantage of an interior communication, though to no greater distance than Demmin.

The principal articles manufactured in Anclam consist of cloth, stockings, hats, tanned leather, linens, soap, tobacco, &c. which (in 1803) produced upwards of 55000 rixdollars.

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Demmin, though an inland town, and the frontier betwixt Mecklenburg and Pomerania, has nevertheless some traffic, and therefore is stated in the list of imports and exports.

Swinemunde on the Island of Usedom, directly facing the Baltic Sea, is, as we have already described, the port of Stettin, and the best passage to that city is by this channel betwixt the Islands of Usedom and Wollin.

Of the value of the exports and imports to and from Stettin, Uckermunde, Penemunde, and in short from the whole of Prussian Pomerania, an idea may be formed from the following statement:

Imports.

In the year 1786 . .	2957119 rixdollars.	In the year 1788 . .	3521531 rixdollars.
1787 . .	3386346 ——	1789 . .	3983130 ——

And the Exports as follow:

	1786	1787	1789	1799
	Rixdollars.	Rixdollars.	Rixdollars.	Rixdollars.
Stettin, Uckermunde, Penemunde, and Neumark .	1605587	1709270	3983130	1906126
Anclam	14673	23906	64693	9850
Demmin	21985	30861	28971	9640
Swinemunde	3182	4888	10089	3400
Colberg	60812	64660	76591	65158
Rugenwalde	17054	10774	6015	11744
Treptow	9575	11253	2120	18063
Stolpe	13575	11666	5924	31304
Total . .	1756443	1861278	4229450	2055287

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CHAP. VIII.

Society for Trade and Navigation. — Assurance Company. — The Bank. — The Deposit Office Bureau. — The Discount Office and Lombard. — Banking Business at Berlin. — Bill and Money Exchange Course there. — Trade betwixt Great Britain and Prussia, and Amount of the Imports and Exports betwixt the Two Countries, including Poland from 1700 *to* 1804. — *State of the Trade and Navigation of Great Britain with Prussia, in the years* 1800, 1801, *and* 1802.

THE true principles of commerce, as in all military governments, are little understood, and much less practised in Prussia; it appears not to have an united system in its dominions to make a combined connection in its trade and manufactures; the latter, however, it encourages beyond the example of any other country; but there are no institutions of a public nature, founded upon general principles, to facilitate commerce; and each of its ports has its peculiar modes of doing business, independent of the others, or of any general regulations. Those which are here described are of a trifling and almost useless nature, if not prejudicial.

The Society for Trade and Navigation was established in the year 1792, and underwent various modifications in 1794, when its duration was prolonged to the year 1808; it is under the direction of five counsellors. The object of this society is to promote the indiscriminate exportation of the products of Prussia; for which purpose it has a fund of 1,500,000 rixdollars, in shares of 500 and 3000 each; the interest on which is guaranteed at five per cent. to the holders by the royal bank and the country. As the proprietors incur no risk, they consequently have no vote in the management or direction of the concern, yet all depends upon the discretion of the five directors. Among others, they have the exclusive privilege of importing salt from abroad, and trading with it to Poland. They have to pay annually into the invalid's chest 25,000 rixdollars and 20,000 more to the custom and

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excise departments; but, in return, they are exempt from paying any duties throughout the country, and from all stamps and fees in the courts of justice. In Konigsberg and Memel, the merchants have the salt from this company on credit; they receive two per cent. commission for what they sell, and four per cent. discount for ready cash. Exclusive of this, the merchants in Konigsburg have the privilege of securing to themselves 400 shares, and those of Memel 100.

The Assurance Company was re-modelled, March 1, 1792, and its duration fixed for a limited time. The transportation of goods on the sea and rivers form their principal object, for which they have a proper fund, in shares of 1000 rixdollars each; and these, in the year 1793, paid six per cent. interest.

THE BANK is under the management of one commercial director, one justiciary, and one commissary; it was founded after the seven years war, in order to facilitate the circulation of money in the country. Its credit is solid, but the institution resembles more a concern of the police, than a mercantile establishment, its influence on trade is far inferior to what it ought to be. Three bureaus are appointed for the expediting of business.

1. *The Chief Office* is occupied with the purchase of bullion, the buying and selling of foreign and inland bills, with the transport of the public revenue, it draws upon foreign and inland trading towns.

2. *The Deposit Office Bureau* receives sums of money from 50 rixdollars and upwards at two per cent.; but charitable establishments and minors are allowed two and a half per cent. The capital may be withdrawn at a moment's notice.

3. *The Lombard Discount Office* advances small capitals at five per cent. and more considerable sums at four per cent. provided they are not to be speedily returned. On the other hand, the debtor gives a good bond, or other documents to be approved, as a security; also upon jewels, gold, silver, &c. &c. This bank is exempt from paying all postage of letters throughout the Prussian dominions.

Subordinate to this are the provincial or country banks at Breslau, Cleves, Elbing, Embden, Frankfort on the Oder, Konigsburg, Magdeburg, Minden, and Stettin.

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Though great efforts have been made to render the Prussian states flourishing in the line of manufactures, yet very little has been done to render them mercantile; for which, indeed, by their geographical situation, they are not well adapted. Add to this, that, as Prussia is rather a re-union of different people than a nation, there is not that similarity of manner in the way of thinking, nor that attachment to government that is necessary to a complete co-operation and confidence. The business is nearly all transacted in specie, and there is not, as in most other countries, a free national circulation of paper. The exchange with other countries is consequently carried on no farther than what is necessary for individual transactions.

Exchange.

Berlin being the central point betwixt the cities of Dantzic and Konigsburg, (which have a good deal of the Russian negotiations, as well as their own business,) and Hamburg and Amsterdam the specie, business, mostly centres in Berlin. Those ports require vast quantities of specie, for the payment of the produce brought down, not only to the Prussian, but likewise to the Russian ports, which we have described. The whole of it may be said to pass through Berlin, from whence all the specie is sent up to the Baltic ports, by the bankers of that city likewise to buy bills, so that a doubly beneficial operation is performed in the traffic of specie as well as paper, on the side of the Baltic on one hand, Hamburg and Amsterdam on the other.

Berlin, too, has considerable banking business from Silesia, and other places of the kingdom; and, although the profit attached to this business is but small, yet it is more securely done at Berlin than perhaps many other places, because the bills pass, as it were, in transit, with drawers, endorsers, and remitters; whilst, from a shipping port, there is unquestionably a greater risk, because there is only the security of the drawer till the bills are accepted.

In order, however, to give some idea of the business at Berlin, the following table of blank courses in the exchanges are here introduced.

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Bill and Money Exchange of Berlin.

Berlin, the course of exchange on				For currency.	
				For Bills of exch.	For Money.
				Rixdollars. Prussian currency.	
Amsterdam, in bco. at sight . .	250	guild.	is	———	
4 to 5 wks. date	250	——	—	———	
in currency at sight	250	——	—	———	
4 to 5 wks. date	250	——	—	———	
2 months date	250	——	—	———	
Breslau	100	rixdol.	—	———	
Cleves and Westphalia	100	——	—	———	
Hamburg, in bco. at sight . .	100	——	—	———	
4 or 5 weeks .	100	——	—	———	
2 months date	100	——	—	———	
Konigsburg, in Prussia . . .	100	——	—	———	
Leipzic, in convention money .	100	——	—	———	
London, 3 months date . . .	1	£ sterl.	—	———	
Magdeburg and Halberstadt . .	100	rixdol.	—	———	
Paris, 2 months date	300	francs	—	———	
Stettin	100	rixdol.	—	———	
Vienna, 2 months date	100	——	—	———	
Ducats (rimd) at 2¾ rixdollars, each	100	——	—	———	
ordinary, weighty, do. .	100	——	—	———	
Souverain d'or		each	—	———	
Fredrick William and Louis do'r, at 5 rixdollars	100	rixdol.	—	———	
Bank-notes	100	——	—	———	

It must be observed that the duties on exportation from Prussia are moderate upon the whole, most articles not exceeding five per cent. The importation of most manufactured goods is prohibited: the duties on coffee, sugar, tobacco, and some other articles, (now become necessaries) are very heavy. In some of the ports, a transit trade is allowed, exempt from excise, but at Dantzic it is not.

The Trade betwixt Great Britain and Prussia.

The balance is certainly against England in her trade with Prussia. The great encouragement given to manufactures in that kingdom, and the prohibition of those from other countries, always give a consider-

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able balance in favour of Prussia, which takes from us little more than our colonial produce, whilst we take the produce of her soil, in grain, wood, and some of her manufactures, particularly linens, in which last we should follow her example not only in manufacturing but likewise exporting.

In the official accounts of Great Britain what is now termed Prussia was formerly called the East Country, then Poland; but, since 1793, all Prussian ports, as they now are, excepting Embden, are added under one head. To shew the trade of Great Britain with Prussia, in the value of the importation and exportation in sterling money the following is the amount.

GREAT BRITAIN.

Year.	Imported.	Exported.	Year.	Imported.	Exported.
1701	£ 167382	£ 149644	1745	£ 230039	£ 142909
1705	96451	100281	1750	334316	157000
1710	114999	29634	1755	267288	174579
1715	94951	50814	1760	205464	190217
1720	109551	98968	1765	128901	289717
1725	209149	105029	1770	175552	80329
1730	190540	136935	1773	164337	68571
1735	205753	120344	1782	332738	130524
1740	199623	135480	1785	483485	97783

Years.	ENGLAND. Imported.	ENGLAND. Exported.	SCOTLAND. Imported.	SCOTLAND. Exported.
1793	£ 854485	£ 174339	£ 51900	£ 600
1794	542708	302059	69691	546
1795	522237	359491	27780	347
1796	1190457	592503	113929	3877
1797	657792	627331	88929	4907
1798	880739	480063	87615	6922
1799	960629	340030	94483	2704
1800	1581240	833797	152795	8556
1801	1297114	655439	90035	5300
1802	931025	1069067	126577	2829
1803	721598	1649777	109627	266725
1804			161861	163923

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The following table is given of the trade and navigation of Great Britain with Prussia, (like that for Russia,) for three of the most remarkable years, the first, that of the Northern Confederacy; the second, of the interruption to the navigation and the battle of Copenhagen, and the last, the year of general peace, when commerce might be supposed to be in free circulation.

Table of the Trade and Navigation of Great Britain with Prussia.

Years.	Value of Imports from Prussia.	Value of Exports to Prussia.			Shipping.											
		British manufactures and Produce.	Foreign merchandise.	Total of British and foreign merchandise exported.	Inwards.						Outwards.					
					British.			Foreign.			British.			Foreign.		
					Vessels	Tons.	Men.	Vessels	Tons.	Men.	Vessels	Tons.	Men.	Vessels	Tons.	Men.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.												
1800	1733946 4 1	314988 8 7	527366 2 11	842354 11 6	731	140495	6671	1503	185586	8457	372	66166	3331	1741	181527	9573
1801	1387150 10 0	327151 11 7	333587 6 4	660739 17 11	515	98474	4566	1357	177703	7936	248	45235	2225	2324	241564	12344
1802	1057603 5 11	433234 8 8	637263 8 10	1071897 17 6	1048	218796	10002	544	75893	3366	459	85892	4117	629	80405	3856

It is proper to remark here, that linens manufactured in Prussia, as well as a good deal of produce is exported by way of the Elbe, through Hamburg, from whence she imports considerably of those articles of colonial produce exported from Britain; consequently the trade of the western parts of Prussia will belong to the account under the head of Germany.

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BOOK III.

CHAP. I.

OF MECKLENBURG IN GENERAL.

Its Boundaries.—Its Produce.—Its former State.—Its great Agricultural Improvement.—Its present State.—And great Exportation of Grain.

MECKLENBURG

IS a dutchy in the circle of Lower Saxony, laying betwixt the Baltic and the river Elbe; bounded on the north by that Sea; the south, by that river and Brandenburg; the east, by Pomerania; and, on the west, by the bishoprick of Lubec, by Lauenburg, and Lüneburg.

It enjoys little interior navigation; its produce is almost exclusively grain of every kind; in which it now carries on a very considerable trade, both by way of the Baltic and the river Elbe.

Its other exports are of trifling moment; neat cattle, which it breeds; likewise horses; it also sends wool, butter, and fruit, to the eastern ports of the Baltic.

Its imports are all the necessaries and luxuries of life, (having no manufactures within itself,) which are chiefly drawn from Hamburg, to which market it lays contiguous.

The progress which agriculture has made in Mecklenburg is an example to other nations; it may now be called a second Flanders, although its soil is infinitely inferior, as well as its climate less favourable.

It is only two years ago that Wismar came into the posession of the Duke of Mecklenburg, from Sweden, by purchase; so that

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previously, the export of grain from Mecklenburg by way of the Baltic was chiefly through Rostoc. By the exportation from thence we may judge of the rapid prosperity of that province; an account of the exportation from Rostoc will serve as the criterion to judge by, because the trade of that city has arisen from the produce of these two dukedoms, brought by land carriage.

Mecklenburg was nearly in the state of a forest country, and its soil naturally rather poor, previous to the year 1760. In so insignificant a state was its agriculture then, that the exportation of grain was not, in the greatest years, more than 1000 lasts annually; but at this time, however, the ground was clearing, and some spirit of improvement manifested itself; between 1762 and 1768, the annual exportation had risen to 1827½ lasts. The extaordinary great crops in 1769 and 1770 caused an exportation in the former year of 4090 lasts, and in the latter to 5310 lasts, or about 74340 quarters.

After these two years of plentiful crops, the dearth of grain in 1771 and 1772 may be said to have given rise to the great improvement of agriculture in Mecklenburg, from the high prices which were paid, and the great demand from other quarters of Europe; the exportation was from that period about 2000 lasts annually till 1775, when a more regular demand continuing from England; during the American war, the exportation from 1775 till 1780, had increased annually to 5000 lasts; from thence till 1785, to 6000 lasts; and in 1788, to 6700 lasts per annum; it increased annually till 1794, after which time and during the great scarcity in England and consequent demand from thence, the agriculture of Mecklenburg experienced a spirit of improvement and extent unequalled in any country, by the very high prices which they got for their grain; every landholder and farmer directed his attention to the production of grain, insomuch, that in 1796 the exportation was 11600 lasts of grain by way of Rostoc; and in 1800, 11100 lasts, and by one account, it is stated 12384 lasts.

It must be observed, that there was always some grain exported by way of the Elbe, but not of so much importance before the year 1793, when, in consequence of the continued demand from England, from all quarters the Hamburg merchants took large quantities

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by way of Grabow, Domitz, Boitzenburg, and from the southern parts of Mecklenburg down the Elbe, which caused a saving of part of the freight and insurance incurred when shipped by the Baltic.

Since that period, pretty large quantities have always been transported likewise by the Elbe to the Hamburg merchants, who, in consequence of orders from England, and the contiguity of the dutchy, can immediately make large purchases; some quantity has been shipped from that city, as will be seen by a table under that head, great part of which was the produce of Mecklenburg.

The face of the whole dutchy is almost one corn field; the riches which have been brought into it within the last ten years, can only be conceived by the large sums of money which England has paid for grain. Holland as well as France have at times been considerable importers from thence; it is the first market open in the north, and Mecklenburg has, during the war, found them competitors with the English for purchasing their grain, in consequence of the security afforded by the Holstein canal to the Dutch and other vessels of such a construction, as can coast along over the flats, out of the reach of the shot of the British cruisers!

In short, so unfettered and unshackled has been the corn trade of Mecklenburg, that their nobility are rich and their farmers independent; the value landed property has obtained, is sufficiently proved by these events.

Mecklenburg, being a corn country, it has now every advantage for its export, Rostoc, Wismar, and Lubec, by way of the Baltic, also Demmin on the east by that sea; the river Elbe on the south; and even the canal by Mölln on the west to either Lubec or Hamburg; with these conveniences, it may be said to be the richest province of Germany. It may not unaptly be called the Egypt of the Baltic Sea, being on its shores, what Egypt was on those of the Mediterranean. A short detail of its only two ports in the Baltic, Rostoc and Wismar, follows.

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CHAP. II.

Of Rostoc.—Its local Situation.—Ships belonging to it.—The Trade they are chiefly employed in.—The Exportation in 1783 *and* 1784.—*Present Annual Exportation of Grain.—Moneys, Weights, and Measures.—Wismar, its Localities, Shipping, and Exportation of Grain.*

ROSTOC

WAS one of the principal ports in the Hanseatic League; it is now the chief one of Mecklenburg, and there is not a more beautiful little city in Germany; it is situated upon a gentle declivity on the river Warne, which takes its rise about 20 miles in the dutchy, and about 10 miles from the city, at Warnemunde it falls into the Baltic.

Vessels drawing more than eight or nine feet water cannot get up to the city, nor pass the mouth of the harbour at Warnemunde. The anchorage road is, however, reckoned excellent, no accident ever being known to have occurred. They have from 30 to 40 lighters, of from 10 to 30 lasts each, for the conveyance of grain to foreign ships laying in the roads, their own ships being adapted for the navigation, consist of about 200 vessels of from 80 to 200 tons each.

In the year 1788, their vessels had a share in a limited trade, and then made the following voyages:

Dantzic	2	Norway	51
England	11	Swedish Pomerania	18
France	1	Baltic Sea	232
Portugal	4	Wismar	16
Hamburg	3	To other places	30
Holland	14		
Lubec	25	Ships	517
Sweden	72		

The exportation from hence is chiefly grain,—wheat, rye, barley, oats, malt, and white pease. Fruit, such as apples, pears, &c. to Russia; their wool to Sweden and Denmark; a few feathers, hides, a little oak timber, and a few staves to the above places in general.

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They exported so early as the following years:

		1783	1784			1783	1784
Apples and Pears .	Casks	11401	160701	Corn, Pease . .	Lasts	131	715
Bottles	Bottles	30729	20577	Barley . .	——	532	868
Vinegar	Casks	2636	2382	Malt . . .	——	1178	1000
Flax	Cwt.	376	358	Oats . . .	——	268	280
Glass	Chests	899	807	Tobacco leaves .	wt.	434	1903
Corn, Wheat . .	Lasts	2245	1136	Wool	Stone	5399	11314
Rye . . .	——	2240	996				

The wheat of Mecklenburg or what is shipped from Rostoc, is of a reddish yellow colour, but heavier, and obtains a higher price than the Dantzic and Elbing red wheat. Rostoc is advantageously situated for this trade, being ten miles inland from the coast, of course it receives considerable quantities by land carriage from the country around, even from Swedish and Prussian Pomerania, when any restriction is put to the exportation from thence. They have good granaries at Rostoc, where the merchants are continually buying it in small quantities, as the farmers and country people bring it, in winter, to the market, as well as during the year, according to the demand and price.

Their imports are East and West India goods, British salt, coals, manufactured goods, wine from France. The duties here are very trifling.

The annual number of vessels arriving and sailing, at Rostoc, are about 600; but in extraordinary years of demand for grain, something more. The annual exportation of all sorts of grain may from hence be, as we have already stated, from 120 to 140000 quarters Winchester measure.

The accounts are kept here in new zwey drittel, or new two-third pieces and schillings; 32 of the latter make one of the former.

They draw upon London, Hamburg, and Amsterdam, the same as Hamburg courses in general, but send their drafts to be negociated at Hamburg, from whence they receive the above described specie, which is coined in all the German states, excepting those of the emperor.

One hundred dollars Hamburg banco money are reckoned equal

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to 130 two-third pieces; sometimes, in case of great demand for such specie, to purchase grain, 133 have been given for 100 dollars, and sometimes only 120.

The two-third pieces are only 32 schillings, whereas 48 schillings make a dollar.

Their weight here 5 per cent. heavier than the Hamburg weight.

Their last of wheat delivers in London, 13½ quarters Winchester, but the last of oats will run near 15 quarters.

WISMAR,

Formerly a considerable city in the Hanseatic League, as we have already stated, belongs to Sweden, and but lately became an integral part of the duchy.

There is not a better harbour in the Baltic than the outer one here, for vessels of any size, two to three miles from the town; those drawing eight or nine feet water can get close up to it. They have about 20 small lighters not exceeding 12 lasts each.

They have about 30 vessels belonging to the port, of from 30 to 70 lasts each.

The exportation from hence is in grain, the same as from Rostoc, chiefly shipped to England, Holland and Sweden, likewise to Portugal and Spain.

The vessels which arrived and sailed from hence, and the grain exported were, in the following years,

Year.	Ships arrived.	departed.	Corn exported.	Year.	Ships arrived.	departed	Corn exported.
1794	132	210	3465 last	1799	120	166	2359 last
1795	134	185	2564	1800	163	235	2716
1796	141	225	3929	1801	162	266	4188
1797	132	228	3605	1802	164	236	2221
1798	156	201	2591	1803	170	223	1269

Their money and accounts are the same as at Rostoc.

The weights differ, being the same as those of Hamburg.

The last of grain is 96 scheffels, which renders about 13¼ Winchester measure for wheat.

In other respects, the same nearly as Rostoc.

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CHAP. III.

Of Lubec. — Its convenient Situation as an Entrepôt betwixt the Baltic and the Southern Parts of Europe. — Its Localities. — Shipping belonging to the Port; — that which arrived and sailed for a Series of Years. — Canal from thence to the Elbe, and the Merchandize conveyed upon it. — The Road between Hamburg and Lubec. — The Manner in which Imports and Exports are sold. — Moneys, Weights, and Measures.

LUBEC is celebrated in history for having begun and being at the head of the Hanseatic League, which has already been fully treated of.

Lubec, like all the other free imperial cities, is very limited in its territory; surrounded by Holstein, Hanover, and Mecklenburg. It produces nothing within itself, and therefore is entirely dependent upon foreign commerce. It is as an entrepôt betwixt the Baltic and the southern parts of Europe; the produce of the former it receives to wait for the demand of the latter, before the navigation to the East Sea can be open in spring.

Its advantageous situation as the centre betwixt the Baltic and the South of Europe, likewise for the interior trade of the North West of Germany from and to the Baltic, in receiving and transporting the produce of each to the other, will make it always a place of great interest; whilst it has the farther advantage of partaking of the trade by the Baltic on one side, that of the Elbe on the other, and it is only forty miles by land from Hamburg: with the facility of the Holstein canal joining the Baltic and the North Sea, it has the Stecknitz canal directly from its own harbour to the Elbe, at Lauenburg.

The rivulet Stecknitz falls into the Trave, above Lubec, where the Wacknitz drops into the Trave, on which river the city of Lubec stands; and, about 14 miles below thence it falls into the Baltic, at Travemunde, its roadstead, near which place formerly was a fortification for its protection. The anchorage is most excellent here for ships of any size: those drawing more than 9½ and 10 feet water, must load

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and discharge here; to render this inconvenience easy, they have large secure lighters for this purpose. Vessels drawing about 9 feet water can proceed up to the harbour, within the city, into a spacious bason, which is very commodious. The ships can lay alongside the quay, nearly three-quarters of an English mile in length. Above the bridge, leading to the Holstein gate, the small craft and barges navigating the interior generally resort; the whole harbour going partly round the city, like a crescent, where there are sufficient and spacious warehouses for a still more extensive commerce, but which has considerably increased in consequence of the blockade of the rivers Elbe and Weser. The land carriage to and from hence to Hamburg is reasonable, being from 25*s*. to 35*s*. por ton, according to the nature of the article, the season of the year, and the demand for carriers.

They have a canal for heavy goods from Lubec to the Elbe, where it falls in at Lauenburg, passing through Möellon, being a distance of from 35 to 40 English miles.

It is supposed there are about 100 boats employed constantly on this canal, and as many more may be procured, nearly of an equal size and the same construction, long and narrow, carrying about 90 shlb. of 280lb. each. These vessels are generally from ten to twelve days going from Lubec to Hamburg, having only three men to navigate them, without the assistance of horses. The freight is generally reckoned for the whole of one of these vessels, 100 marks current, from Lubec to Lauenburg on the Elbe, and generally from thence to Hamburg, one-third more; for which the boatmen are responsible against damage or robbery. This canal has the advantage of never suffering delay for want of water in summer, with which it is supplied from the fine lake of Ratzburg.

The delay in this short navigation is great, though it might be considerably lessened; before any interruption took place through the French occupying that quarter, the following table will shew the traffic that was carried on.

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Table of Exportation from Lubec.

Denominations of Goods.		1794	1795	1796	1797	1798
Iron	bars	24765	7794	1177	4473	19796
Pease	bags	110	——	354	——	1009
Skins	packs	45	7	38	205	——
——	ps.	405	——	525	4	——
Flax	bales	3399	1691	1299	4074	2771
Hemp	——	2865	2590	4003	4978	6080
Hides	ps.	1400	150	188	336	752
Yufts	packs	164	402	314	207	433
Linseed	barrels	2640	5315	3589	4337	5264
Candles	chests	980	4080	2019	1612	861
Mats	ps.	34000	31500	73380	——	32140
Oil	barrels	——	1588	566	838	216
Pitch	——	277	150	24	56	33
Potashes	——	706	891	276	1128	1374
Sail-cloth	ps.	200	4626	4511	350	2931
Soap	barrels	649	130	404	47	——
——	pieces	2857	1236	436	99	——
Sugar	hhds.	344	161	——	——	——
Tallow	casks	427	2586	580	461	683
Tar	barrels	645	234	420	513	202
Wax	——	127	59	116	154	23
Wool	bags	170	58	208	409	455

In consequence of the blockade of the Elbe and the Weser, the trade by the way of Lubec, to and from the interior of Germany, by means of this canal and the Elbe, and the roads, must have greatly increased.

The road, if it can be so called, betwixt Hamburg and Lubec, is perhaps one of the worst which is passable in Europe, although there are heavy tolls to keep it in repair, as well as tolls on merchandize. In the short distance of about 40 miles, it passes the territory of Lubec, alternately, through part of Hanover and Holstein, and then into that of Hamburg. Where there are contending interests and jealousies, it is not likely to be much improved, though all parties would unquestionably be considerably benefited by the improvement, for it would greatly increase the traffic: already it is almost inconceivable the number of waggons on this road, with not more than from 1½ to 2½ tons, with no less than 8, 10, and 12 horses each; whilst, by an iron railway, upon the principle of those in England, one horse would, with great ease, do double the work in a level country, like that betwixt Lubec and Hamburg.

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There is no transit duty existing at Lubec, though the forwarding business is one of the principal in it. The duties are fixed at a reasonable rate, but they pay a separate duty on entering the city, and likewise when shipped off.

It is even by this channel that considerable quantities of British produce and manufactures, likewise the produce of the British colonies, which pass through here to the various ports in the Baltic. Refined sugar is sent in considerable quantities to Russia and other places, principally from Hamburg, where it is manufactured.

In 1804, 110 ships belonged to this port, of different sizes, but built for navigating with ease from the sea into the bason in the city. These vessels are principally employed in the trade in the Baltic; many, however, to other parts of Europe.

It would almost be impossible, within any moderate compass, to give an account of the imports and exports of this place, or the goods passing through it: but, to give some idea of the trade of the city, the following account of the ships which arrived and sailed the following years will be sufficient.

	Arrived.	Sailed.		Arrived.	Sailed.
1792	802	783	1798	1194	1115
1793	848	835	1799	1035	1007
1794	927	918	1800	990	1010
1795	1109	1091	1801	1184	1216
1796	981	1011	1802	1188	1209
1797	990	985			

The Ships which arrived in Lubec, from the 27th of August till the 27th of September, 1803.

From Amsterdam	1	From London	3
Bayonne	1	Marseilles	1
Bourdeaux	1	Naples	1
Bergen	2	Newcastle	2
Charlestown	2	Oldenburg	1
Copenhagen	1	Dantzic	1
Liverpool	3	Embden	1

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From Flensburg	1	From Riga	2
Gothenburg	1	Stettin	3
Hamburg	3	Stockholm	1
Petersburg	1	Teneriff	1
Philadelphia	1	Tönningen	1
Reval	3		

It often happens that large quantities of goods are sent from the Baltic ports to Lubec, by the last ships in autumn, to wait the spring market, as has been before observed. It may therefore be useful to state in what manner they are sold at Lubec.

Flax, hemp, codille, tallow, iron, and hops, are sold by the ship-pound of 280 lb.

Linseed, tar, and whale oil, by the barrel.

Mats, by the 100 pieces.

Ravenducks and flems, by the piece.

Coffee, sugar, cocoa, cotton, indigo, pepper, ginger, pimento, wax, bristles, and tin, are sold by the pound weight.

Rice, logwood, vitriol, and starch, by the 100 lb.

Money, Exchange, Weights, and Measures.

MONEY.

Accounts are kept here in marks and schillings current; 16 of the latter make one of the former, and 12 pfennings make one schilling. The agio varies from 20 to 24 per cent. betwixt banco and current.

They draw on Hamburg, at 3 days date, in banco money, receiving from ⅛ to ¼ per cent. agio, which is a constant business this way.

There is no fixed agio for the sale or purchase of any merchandize as at Hamburg, from which city they differ in many of their customs.

One rixdollar has 3 marks, or 48 schillings Lubec.

Specie rixdollars, at 3 marks, 6 schillings currency, more or less; 1 and 2 mark pieces; 8, 4, 2, and 1 schilling pieces; also, 6 and 3 pfenning pieces.

Foreign coin that circulates here in gold is old French Louis-d'ors, or 5-dollar pieces; Prussian Frederick's-d'or; Saxonian August-d'or, &c.; either at 13 marc currency, more or less, or at 5 dollars, with 16 per cent. discount, more or less, for currency.

Ducats of all kinds, valued either at 7 marks, 8 schillings, more or less, each, or reckoned at 8¼ mark light money, and are changed with a loss of 10 per cent. more or less, into currency. The new Danish courant ducats, of 12 mark Danish, go here at 6 mark Lubec currency.

All kinds of whole, half, and quarter specie dollars, either at 48, 24, or 12 schillings specie, are changed, with a profit of 24 per

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cent. more or less, into curreney; or are given in payment, at 3 marks 12 schillings currency, more or less.

Alberts dollars are taken at 3 marks 8 schillings in currency, more or less.

All Danish current coins pay for half their nominal value at Lubec.

Lubec draws on other places in the same manner as Hamburg, at 2 months.

WEIGHTS.

1 shippound has 2½ centner, 20 lispound, or 280 pounds.

1 centner has 8 lispound, or 112 pounds.

1 lispound has 16, and sometimes 14 lbs.

A stone of flax contains 20 pounds.

A stone of wool or feathers, 10 pounds.

1 pound has 2 marks, 16 ounces, 32 loth. 128 drams, or 512 pennyweights.

1 mark has eight ounces, 16 loths, 64 drams, or 256 pennyweights.

1 ounce has 2 loth, 8 drams, 32 pennyweights.

1 loth has 4 drams, or 16 pennyweights.

1 dram has 4 pennyweights.

104 lb. Lubec is equal to 112 lb. English.

89	do.	87	Amsterdam
32	do.	31	Bremen.
82	do.	91	Dantzic.
401	do.	400	Hamburg.
90	do.	101	Revel.
32	do.	37	Riga.
11	do.	13	Russia.

MEASURES.

3 English yards are 4 Brabant yards, and 5 Brabant yards are equal to 6 Lubec ells, or 65 Lubec ells are 41 yards English.

19	do.	16 ells Brabant.
85	do.	71 ells Amsterdam.
37	do.	30 Flemish ells ditto.
191	do.	192 ells Dantzic.
141	do.	142 ells Hamburg.
58	do.	47 Russian arsheens.

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BOOK IV.

CHAP. I.

OF SWEDEN IN GENERAL.

Its Boundaries and Seas.—Its Mines of Iron, Copper, Gold, Silver, and Lead.—Its Production in Tar, Pitch, and Timber.—Fishery, Manufactures, Lakes, and Canals.

SWEDEN has never been a country very famous for its commerce, or for power by sea. It has not, like Denmark, infested the coasts of distant nations, though it has a great extent of coast and many harbours, but, since the time of Gustavus Vasa, it has enjoyed a considerable power by land, and has had several great princes: its present revives the valour and renown of his ancestors.

In none of the neighbouring countries are the people so free as in the Swedish dominions, and, consequently, individual ease and comfort amongst the lower classes is greater than in Russia or Poland; but, in proportion as the expenses necessary to carry on war and maintain armies have increased, Sweden, as well as Denmark, of which the extent and population do not admit of large revenues, have sunk in political importance.

Sweden Proper is bounded on the north by Norwegian Lapland; on the east by Russia; on the south by the Baltic Sea and the Gulf of Finland; and on the west by the Categate, Scagerrack, and Norway. The Isle of Rugen is included in Swedish Pomerania, which is bounded by the Baltic Sea, Mecklenburg, and Prussian Pomerania.

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There are no great rivers in Sweden of any note, except the Gotha; but it abounds with lakes, the most considerable of which will be noticed in describing the interior navigation of the kingdom.

We shall have reason to observe the unfortunate consequences that arise to a nation, in modern times, when its revenues are too small, and subject it to foreign influence, while the sovereign is unable, on that account, to give that protection and encouragement to manufactures and commerce, without which they do not succeed in a country that happens to be behind hand with others. There are some important observations to be made on this point, and there is no place more proper to introduce them than in speaking of Sweden.

When a country happens to be the first in manufactures or commerce, the gain resulting from their efforts is so great that merely to begin is all that is wanted; but, when others have got before them, the gain is inconsiderable, and the competition difficult; and there are various enterprises which cannot be followed with success by individuals.

In fine climates, and where the country is fertile, where nature does much, and man has little to do, nothing but a bad government, corrupted manners, and absolute indolence, can prevent a people from becoming affluent; but, in a country like Sweden, where it is necessary to dig mines, and to overcome the sterility of nature, even in the common operations of agriculture, it is impossible to live without industry, or to be able to procure affluence for which it is necessary; — in the first instance, to sink money in undertakings that require a great outlay before there is any return, — as is the case where mines or woods constitute the chief produce of a country.*

Individuals who are poor can do nothing, and those who are rich are few, and, if they are prudent, will not risk what they have on enterprises that may reduce them to beggary, and when there is so little resource.

Under such circumstances, unless the country itself interferes, that

* Although woods grow up without care, yet the immense time necessary for a return makes raising timber one of the least profitable employments of capital.

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is to say, unless the government lays some additional burthen on the whole, to encourage certain branches of trade, it must absolutely languish.

Produce Manufactures, &c. Imports and Exports, Canals, &c.

The produce of Sweden generally, for exportation, consists of iron, wood, tar, pitch, and a little copper. Its produce in other articles is scarcely sufficient for its own consumption. The principal source of the wealth of Sweden is its mines, of which there are a great variety, of gold, silver, and copper; but the iron is of all others by far the greatest.

We have already described the rapid progress made in the establishment of iron founderies in Russia, which country used to have her iron from Sweden; and at a time the Russian mines were fast rivaling those of Sweden, we find by a manuscript register taken of all the mines by the government, in 1748, that, in the latter kingdom, there were no less than four hundred and ninety-six founderies, with five hundred and thirty-nine large hammers, nine hundred and seventy-one smaller ones, for making bar iron, and other manufactures of iron, which produced, in that year, 304,415 shippound, or 40,588 tons English. The present produce of all the Swedish iron mines is about 400,000 shippounds, or about 53,330 English tons; and this increase, notwithstanding the great quantity made in Russia, may be attributed to the superior quality of the Swedish, which is esteemed all over the world; as well as to their making different sized bars, square and flat, which are more easily converted into the general uses they are required, than that which is shipped from Russia. Great Britain takes about half, or rather more, of the whole quantity which Sweden exports.

The Swedish government established an office, in 1740, to promote the production of iron, by lending money on the ore, even at so low a rate as four per cent. A correct register was then made of the mines, which is still continued. The latest statement of them is a manuscript account, which the author saw in the end of the year 1804. Their founderies are now above five hundred: each foundery has its particular mark stamped on the bars of iron it produces, which is likewise

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correctly copied into the manuscript; likewise the name of the place where the establishment is situated; the names of the proprietors of the work; the commissioner or agent for the sale of the iron; the assortment each makes, and to what country it is generally shipped; the quantity annually made by each work; the quantity which each work delivers to the government, (which is about one per cent. on the quantity of the iron produced); the estimation of the quality of the iron of each work, which is variable; the place and province in which the works are situated; the place from whence the iron is generally shipped; and how many hammers each work has; all which are regularly and alphabetically described and arranged.

Each furnace, upon the average, makes but about eighty ton of iron in the year, with one large hammer, and two smaller ones. There are some small works, or little forges and smithies, however, which make only from ten to thirty tons the year; others from one hundred to five hundred tons. But the mine of Dannemvra, which was established in 1527, produces from thirteen to twenty thousand tons annually, it has the richest ore, and its iron is of a superior quality, and preferred amongst the steel manufacturers in England.

Of the next importance to Sweden, after the iron, are the copper mines, which have undergone a variety of changes in their produce, and that chiefly in the principal one of Fahlun; the richness of the ore, in that mine, has considerably fallen off; in 1650 its produce was 20,321 shippounds, or near 3000 tons; in 1690 it fell to 10,000 shippounds; in 1751 it was only 4,938 shippounds; but, since that period, it has improved a little, and its annual produce at present is betwixt 6 and 7,000 shippounds. Otevidberg, a copper mine, has lately been re-opened, and others worked, so that the whole aggregate quantity of copper produced in Sweden, at the present time, is estimated at about 10,000 shippounds, or near about 1,400 tons.

In the year 1738, a gold-mine was discovered at Ædelfors, in Smoland; but its annual produce not exceeding from five hundred to six hundred ducats, it has of late years been entirely abandoned.

The silver mine of Salberg, in Westmanland, is the most ancient and the richest of all, having continued upwards of three hundred years.

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In the fourteenth century it is reported to have produced nearly 24,000 marks per annum, or, according to others, about 18,000, when silver was three times the value that it is now; but, in latter years, the quantity is considerably diminished; so that, at the conclusion of the last century, the produce amounted only to from 1600 to 1800 marks. The lead-mines averaged, in the year 1751, forty-four shippounds, and one half; and from 1763 to 1770, only nine. In consequence of the great falling off of the produce, the lead mine in Finland was at last entirely abandoned, and lead is now one of the imports from England into Sweden.

The next article of the produce of Sweden, for reputation, is tar, from whence all Europe was formerly supplied for a considerable time; and had it not been for the spirit of monopoly in Sweden, arising from the idea then entertained, that it could not be had elsewhere, this branch of their trade might have been preserved exclusively to them to this day, instead of Russia participating in it, and Great Britain being driven to her colonies, to manufacture and procure it from thence in such quantities as even to supply other nations at a cheaper rate; but the Swedish tar is certainly of a superior quality to any other.

The tar exported from Sweden is principally produced on the east side of the gulf of Bothnia; the west side produces some. There are only four principal places in the gulf from whence considerable quantities are sent to the staple ports for exportation, and those which chiefly collect and send off the tar are, Wasa, which produces about 10,000 barrels, besides pitch and deals; Jacobstaat, 20,000; Gamla Carleby, 30,000; Brahestadt from 8 to 10,000; Uleaborg from 50 to 60,000; Sweden producing for her own consumption and exportation from 100 to 130,000 barrels of tar; besides pitch.

The tar from Calmar and Westervik is in very small quantities, and inferior to the tar of the Finnish ports. Archangel is the only Russian port from which tar is exported to England. Swedish tar and crown pitch is higher in price than any other; as the pitch which is sent from Russia and America to England is inferior to the Swedish.

A considerable quantity of timber is now shipped from Sweden,

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chiefly to Great Britain; the prohibition to the exportation of that article, from Russia, threw a share of this branch to Sweden as well as to Denmark. The Gulf of Bothnia produces the most considerable quantity; but the ports therein not being staple towns (the distinction will shortly be described), the principal exportation, it will be observed, is by the ports of Stockholm, Gottenburg, Gefle, and Abo.

In general, the produce of a country which furnishes the inhabitants with food is first described; but the natural situation of Sweden reverses that system, and therefore we have rather described the means which enable them to purchase food, (their mines). The climate of Sweden is unfavourable for the production of grain: it is very common, that in ten years there are only two, and at the most but three ripe crops. In the same period there are but four or five crops middling, and the remainder wholly bad. Sweden reaps only two-thirds of what is necessary for the inland consumption. The deficiency is imported from the Baltic ports. The corn brandy, of which the Swedes are very fond, consumes a large quantity of grain. It is said, that, in years of scarcity, the Swedish poor in some provinces in the interior, distant from the sea coast, make a composition of bark, on roots, with coarse meal, to preserve existence by this miserable food; yet Sweden annually imports grain from the ports of the Baltic: a stipulation existed betwixt Russia and Sweden, that a certain quantity of grain should always be allowed to be exported from Riga. Swedish Pomerania principally produces wheat; but as rye is the grain chiefly used for food in Sweden, she goes to other ports, whilst Swedish Pomerania exports her produce to foreigners.

The following is the State of the Grain imported and exported into and from Sweden in 1802.

IMPORTED.			EXPORTED.		
Pease	Tuns or barrels	10612½	Pease	Barrels	14
Wheat	———	17741½	Oats	———	10
Wheat flour	Lisb.	1831½	Wheat	———	85¾
Oats	Barrels	6502½	Barley	———	677
Barley	———	71805	Rye	———	17940
Malt	———	57718¾			
Rye	———	175737¼			
Rye meal	Lisb.	244582			

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The Swedish herring fishery is chiefly at Marstrand Skiären (the Shoals of Marstrand), where herrings were caught not only by the Swedes, but also by the Dutch and Scotch, till the year 1679, when the fishery ceased; but it was renewed in the year 1753, and at present is carried on with such success, that 300,000 barrels of herrings, and 20000 barrels of their oil, are frequently produced in the season, but the fish are not all cured.

In the year 1803, the custom paid in Sweden was only on 1764 acums, or barrels, of train oil; 2637, barrels of smoaked or red herrings, and 203209 barrels of salted herrings.

Though there are a few manufactories of paper, soap, glass, sugar refineries, &c. &c. in Sweden, yet none of them are carried to great perfection; so that the imports of Sweden consist in those manufactured goods which nations, whose capital is more abundant, and the arts farther advanced, produce, and its exports consist of its natural produce, chiefly iron, timber, copper, tar, and pitch.

The wars in which Sweden has so frequently been engaged, and the slender revenues of the crown have prevented that encouragement from being effectually given, to which their monarchs have been inclined, such as have produced the most beneficial effects in Russia and Prussia. So that, though many circumstances combine that admit of Sweden being a more wealthy country than it is, she makes little progress, and does not keep pace with the other nations of the north.

The great difficulty with which the Swedish monarchs obtain supplies at home, is absolutely inconsistent with a state of commercial prosperity, it occasions foreign influences to prevail in many cases, and in all of them prevents the country from maintaining its due rank, or giving that encouragement and protection to trade, which, in a country less advanced than others, is necessary. Though politics are foreign to the object of this work, yet it is impossible not to point out, to Sweden, the effects produced by similar causes on her near neighbour, Poland; for we must not attribute the partition of that country entirely to the ambition of those who divided it. The internal weakness of Poland, once a powerful state, and at least equal, two centuries ago, to either Germany or Russia, and far superior to Prussia, invited those powers to subdue and take possession of it.

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The system of the present time, amongst nations that aim at enjoying commercial wealth, is to labour actively, and encourage enterprise, and not to be too penurious with regard to the state; for what they give in taxes comes back with double advantage: this has been felt in all countries that have grown rich by commerce; it was a beneficial operation in former times, but now it is become a necessary one.

The Baltic Sea has a circuitous and narrow communication with the North Sea, improperly so called, as it is a part of the main ocean, unconfined by land. That communication is blocked up by islands, on one of which (Zealand) stands the capital of Denmark. There are indeed three passages into the Baltic by the Sound, the Great and the Little Belt; but they are under the command of the Danes, and, in former times, great contests have been occasioned by that circumstance.

Those contests have at last been terminated, and all differences adjusted by paying a toll on passing the Sound, in which, however, all nations are not equally treated, as will be seen in its proper place; those who pay the lowest duty taking the name of favoured nations, a title, which whether right or wrong, implies that Denmark is master of that navigation.

To facilitate the communication between the North Sea and the Baltic, in case the navigation of the Sound should be interrupted, it has long been proposed in Sweden, to make canals across the territories that form the winding and crooked entrance which nature has made to the Sound.

The Swedish canal has long been projected, the surveys have been made, and navigable cuts in part effected on the east and west parts of the country, that will facilitate an undertaking of this kind: a description will be given in its proper place, of a similar view effected by the Danish Canal, which has now been open near twenty years, to the great advantage of the commerce of the North.

In the first place, we will begin with the inland navigation of Sweden by the Ströemsholm Canal, which joins the Lake Sodra Barken, on the confines of Dalecarlia to the Lake Freden, and thence communicates with the Mälar, thus establishing an inland navigation from Dalecarlia to Stockholm, which is of great importance, serving

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to convey the copper, iron, deals, and other articles, from that quarter and parts adjacent to Stockholm. On the whole length of this canal, there are no less than 25 sluices, each 100 feet long and 22 broad. This canal has been completed at a very great expense, by overcoming obstacles apparently insurmountable.

In the next place, from Stockholm, there is a direct communication with the Lake Hielmar, for vessels drawing about eight feet water, by means of the spacious Canal of Arboga, which unites the Lakes Maeler and Hielmar; this gives an uninterrupted navigation over the Hielmar Lake to Orebro, at the western extremity, where the Swartan falls into it. This finishes the nearest internal navigation from the East, at present, approaching to the Wener Lake, to communicate from thence with the North Sea, by means of the Trollhätte Canal.

At this period, however, a navigable communication is making, or completed, from Norrköping, upon a broad scale, to the Wetter Lake, as it has been found perfectly impracticable to join it with that of the Hielmar.

On the west side of Sweden, the most important of all is the *Canal of Trollhätte*, formed with a view of making a communication between the Baltic Sea and the German Ocean by an inland navigation, through Sweden. The navigation of the Gotha is interrupted by a number of falls and islands; and, at a small distance down that river, by one considerable fall, called Flottberg's Fall. Various schemes were proposed under different monarchs for the removal of these obstructions, and rendering the cataracts navigable from Gothenburg, to communicate with the Lakes Wener, the Wetter, and the town of Norrköping, suited for vessels of a tolerable burden; and, latterly, chiefly promoted by Sir W. Chalmers and a Mr. Peter Bagge. A new plan was adopted by them, in 1793, for leaving the river a mile and a half, and forming a cut through the solid rock, upon its banks, and by that means avoiding the cataracts altogether. From the uppermost fall to that of Flottberg's the height is 112 feet, which the vessels have to descend by means of eight sluices, each upwards of 13 feet in height, five are constructed close together, and three a little lower. The length of the sluices are 120, and the breadth 22 feet, so that they admit vessels

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carrying 150 tons and upwards. The greatest depth of the canal, where it has been cut through a rock of considerable height, is 72 feet, and its depth of water 10 feet, the greatest depth necessary, there being several parts in the river, between Gothenburg and Trollhätte, where the water does not exceed that depth.

A subscription was opened; and, within the short space of fifteen days, there was subscribed,

At Stockholm - - - - - -	346400 rixdollars.
Gothenburg - - - - -	325000
Christinehamn - - - -	93800
	765200

A company was instantly formed, to whom the government granted great privileges; all the crown-lands near Trollhätte were, on certain conditions, assigned to the company for ever, without their paying any rent for them during the time the works were constructing, and for five-and-twenty years after their being made complete: after the expiration of that time, they were to pay 500 dollars per annum for the space of fifteen years; 1500 for the following 20 years; and, finally, 2000 rixdollars per annum.

From 1000 to 1200 soldiers were employed on the works; the necessary oak timber was allowed to be taken from the royal forests free from expense; and 800 quintals (cwts.) of gunpowder were issued gratuitously from the royal magazines. The navigation upon the Wenner-lake was declared free and open to every Swedish subject. On the other hand, the company was bound to complete the canal within four, or, at the utmost, within six years, and to keep it, as well as the river, in a proper state for navigation.

So great was the zeal shewn in this undertaking, that, on the 14th of August, 1800, the first vessels passed and repassed the canal and its sluices, in the presence of crowds of astonished spectators, surprised to see an undertaking accomplished in so short a time, that had in vain been attempted during two centuries.

The canal had been navigable about a year, when their majesties,

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the king and queen of Sweden, (the 21st September, 1801,) were pleased to pass the canal and the sluices, which then received the following names:

The upper sluice, *No.* 8, being first passed, was called, after the present king, *Gustavus Adolphus; No.* 7, after the queen, *Frederica Dorothea Wilhelmina; No.* 6, after the queen-dowager, *Sophia Magdalina; No.* 5, after the prince royal, *Gustavus; No.* 4, *Carl. Duke of Sudermania; No.* 3, *Chalmers and Bagge; No.* 2, *Trollhätte Directors; No.* 1, *Nordvall.*

The expense of making this canal was only 358988 rixdollars. At certain distances it is widened to afford room for vessels approaching each other in opposite directions to pass, (the general width of the canal not being sufficient); and on the left side is a dock, where vessels can repair the damages they may sustain in their progress. The navigation of the Gotha is again interrupted by two falls below, but this is remedied by the means of sluices. From the completion of this undertaking at *Olidan* (where the tolls are paid) the number of vessels and merchandize which have passed the Trollhätte canal and the sluices, since August 14, 1800, when the passage was first opened, appear to be with the toll duties as under.

Years.	Vessels.	Iron.	Iron Plates, &c.	Planks of different lengths.	Cements and Lime.	Herrings.	Salt.	Corn.	Alum.	Sundry Goods.	Firewood.	Annual amount of the Tolls.
		Shlb.	Chests.	Dozens.	Barrels.	Bar.	Bar.	Bar.	Bar.	Bar.	Cords	Rixdollar specie.
1800 4½ mo.	419	36738	1785	10528	628	551	1043	1222	216	487	97	9704
1801	1380	79131	5395	29090	2667	8365	4642	5587	203	432	3004	23320
1802	1380	79743	6581	28556	1243	7936	6258	4082	42	2389	3582	23761
1803	1462	93166	7299	30686	5498	5498	4310	3647	178	928	2317	25931

When twelve years have elapsed, there will be a reduction on several articles in the toll-duties, if the revenues should increase to make the dividend exceed 10 per cent. annually; the toll will then be diminished accordingly.

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The principal revenues are obtained by the produce sent from Wermeland to Gothenburg, and from thence most part is exported.

The iron-transport amounts to nearly 100000 shippounds yearly.

As there is so fine a navigable communication, by means of the Trollhätte canal, from Gothenburg to the Wener, the communication might be continued by making a cut between the Wener and the Wetter, or the Hielmar lakes, from the latter of which the navigation is uninterrupted to Stockholm, by means of the canal of Arboga, across the Mälar. A survey has been made to join the Wetter with the Wener, by means of the Skagern and Unden lakes; this last is 393 feet above the level of the North Sea.

The communication between Orebro and the Wener lake might be practicable from Orebro, on the Hielmar lake, along the river Svartan, which takes its rise in the lake Teen, 220 feet above the level of the sea. This lake communicates with the Skagernhulz lake, which is 252 feet 7 inches, above the level of the sea likewise. Thus the matter rests here, to join this lake with the Skagern, which is 232 feet above the North Sea level. The Skagern joins the Wener lake by the Gullspang's Alf, a considerable river with a strong current; the Wener lake is 147 feet 7 inches above the level of the North Sea.

Another survey has been made to join the Wener and the Wetter lakes, and to complete the navigation on the scale that is already begun and finished on both sides. No apparent difficulties should deter the execution of a work of such national utility.

It certainly would be of the greatest national benefit to Sweden to complete the junction between the eastern and western canals, which are already formed to unite the Baltic and the North Sea through the centre of Sweden; exclusive of extending the internal commerce and improvement of the country, it would lay the foundation of independence in passing the Sound, in case it should be interrupted, not only to Sweden, but to other European powers. We have, so late as 1801, seen the attempt which was made to obstruct that navigation; and, Sweden will find it her interest to keep detached from similar confederacies in future. Should the Sound be obstructed, the navigation through Sweden would, by a moderate transit-duty, produce a consi-

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derable revenue, and diffuse a general spirit of industry into the minds of the people.

From the repeated efforts which have been uniformly made by the former monarchs of Sweden, it is to be hoped, even for the benefit of his own subjects, the present king will not delay effecting so important an object. It is impossible to foresee what other advantages might be derived to that kingdom at large; at any event, if not a participation, an exemption from the tolls at the Sound, for passing her own coast, might be one. Sweden should follow the policy of Denmark, which country has, in case of war betwixt them, secured an avenue by the Holstein canal. And, in case by any casualty, or events at present not foreseen, a stop should arise to the navigation by the Sound and the Belts, so as to interrupt the intercourse of the north-west of Germany, betwixt the Baltic and the North Sea, then Sweden, by the inland navigation, would enjoy the whole collective commerce.

Such notions may, even in the present æra of wonderful events, be deemed wild and speculative; but when we consider what has so lately occurred in that quarter, and its present position, as well as that of Europe in general, such a circumstance would scarcely add to the surprise occasioned by strange events in these times, for the mind in general appears prepared for great and unaccountable occurrences.

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CHAP. II.

Of the Distinction betwixt the old and the new Staple Towns of Sweden, each specified.—Of Stockholm.—Its Localities.—Its Manufactures.—Its Exchange.—Exports in 1803 *and* 1804.—*Proforma Invoices.—The Moneys, Weights, and Measures.—Gothenburg.—Its Trade.—Exports.—Fishery.—Greenland Company.—Station for British Packets.—Gefle.—Its Trade and Exports.—The same of Abo.—Swedish Pomerania.—Stralsund, a newly made free Port.—Packets betwixt thence and Ystadt.—Grypswald.—Wolgast.—Barth.—Isle of Rugen.—Aggregate Shipping of Sweden.*

IN Sweden, a distinction is made in the towns, with respect to trade; they are divided into staple towns and land towns, (the latter comprising also those sea-port towns excluded from the staple right.) The staple-towns have the exclusive privilege of foreign commerce, (that is, exports and imports); while the land towns, as they are called by way of distinction, are limited to the coasting trade.*

The old staple-towns of Sweden are twenty-four in number, viz. Stockholm, Gothenburg, Gefle, Abo, Calmar, Wisby, Malmö, Uddevalla, Marstrand, Helmstad, Landscrona, Helsenberg, Wardberg, Carlshamm, Osthammar, Helsingfors, Ystadt, Strömstad, Jönkoping, Söderköping, Norrköping, Nyköping, Westerwick and Carlscrona. The new staple towns are, Uleäborg, Gamla Carleby, Kasko in Finland, Wasa, Louisa, Hernösand, Fredericksham, &c. &c.

Notwithstanding the number of old staple-towns, the division of the trade of the kingdom is very unequally divided amongst them: Stockholm is computed to have five-twelfths, Gothenburg four-twelfths, and all the others together only three-twelfths.

* Swedish Pomerania, laying on the south side of the Baltic, will be considered distinctly, immediately after the ports of which we are treating.

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STOCKHOLM.

This city is built upon several islands and two peninsulas, betwixt the Mæler Lake and the Baltic Sea, which properly here forms the harbour in a bay. The largest ships, in point of depth of water, can come along side the quays, which are very commodious, with spacious warehouses and buildings for the accommodation of trade.

The entrance into the harbour from the Baltic is difficult for shipping, from the rows of rocks and the numerous rocky islands before it, which are called the Upland Shallows; between these are four passages, two of which are only for large ships. Hence pilots are indispensable; and ships sailing to Stockholm, are compelled to take the first pilot on board, six leagues and a half from Dalerön: here they receive a second pilot, who conducts the ship to Stockholm, which is eleven leagues and a half distant from Dalerön. At Sandhamn, a small island not far from Stockholm, all vessels passing to and from that city are surveyed.

Stockholm being the capital of the kingdom, and also the first staple town in Sweden, has unlimited privilege to trade to foreign parts and with the interior. In the inland trade it is particularly favoured by the numerous lakes in the country, connected by canals as has already been stated. Exclusive of these advantages, and being posessed of nearly one-half of the trade of Sweden, its importance is increased by the circumstance that it is the central point of all the different commercial establishments, such as the College of Trade, College Commercial, Bank, &c. &c. and, should ever the long projected inland navigation between Stockholm and Gothenburg be brought to an issue, it would be rendered of still more importance.

With respect to manufactures, this city is the first in Sweden; the principal articles are cloth, woollen stuffs, as camblets, shalloons, &c. ribands, stockings, and handkerchiefs of silk (but not very numerous), silk and cotton goods; more important are leather and sail cloth, some few cottons; but their tobacco manufacture and sugar refineries are numerous and considerable, for Sweden. Here are also several iron-founderies, a cannon foundery, one or two manufactures of china and earthen ware, a glass-house, looking-glass manufactory; some few.

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and valuable articles in steel are also made here, clocks and watches, mathematical and optical instruments, &c. &c. But generally considered, Sweden, as has been already said, is not to be viewed as a manufacturing country, though, as it is, Stockholm is the chief place.

The ship yards here furnish a number of ships built of oak and fir for the foreign as well as coasting trade.

The specification of the exports of Stockholm will give the best idea of the commerce of this port.*

Specification of Goods exported from Stockholm in 1803 *and* 1804.

TO WHAT PLACES.	In the Year 1803.						In the Year 1804.					
	Iron and Salt Pan Plates.		Copper and Brass Wire.		Pitch and Tar.	Deals.	Iron and Salt Pan Plates.		Copper and Brass Wire.		Pitch and Tar.	Deals.
	shlb.	lb.	shlb.	lb.	barrels	dozens	shlb.	lb.	shlb.	lb.	barrels	dozens
London	44691	2	37	10	14659	11403	18796	14	——		3424	2303
Hull	30157	17	——		1661	4429	25311	—	——		21	2155
Dublin	21478	17	——		350	2459	10594	10	——		173	1750
Sundry ports in England and Ireland	24173	18	——		36527	4270	15955	5	——		8830	3253
Portugal and Spain	31009	1	107	16	9789	17848	26302	16	8	1	5858	11398
The Mediterranean	1276	13	——		417	962	3633	1	——		4666	463
France and Holland	13404	15	2046	10	15378	3957	20861	18	1305	—	24512	5335
The North Sea	5810	5	14	8	11415	1073	——		——		——	—
The Baltic	4683	17	65	6	1945	312	750	14	—	12	479	203
The West Sea	518	7	103	—	105	240	25	11	12	10	57	96
Lubec and Dantzic	17220	15	841	7	1080	239	22455	13	1962	14	5641	445
Prussia and Courland	9982	14	597	11	3289	175	9456	18	703	2	4241	7
Denmark and Holstein	7486	15	554	6	3757	1271	13224	6	307	9	23855	1059
Pomerania and Wismar	15499	12	779	3	2973	1897	16576	11	731	9	18448	1407
	227394	8	5129	4	10364	40535	193904	17	5030	17	100200	29865

Denomination of Goods exported to all Ports.

	In 1803.		In 1804.			In 1803.		In 1804.	
	shlb.	lb.	shlb.	lb.		shlb.	lb.	shlb.	lb.
Small square and bolt iron	18864	3	341	12	Red colours	2803	—	2569	—
Cast and manufactured iron	108	18	16222	—	Beer	——		321	—
Ships anchors	741	3	601	6	Balks . . . pieces	2174	—	924	—
Cannon	1002	4	843	12	Bricks	——		82060	—
Nails	2335	19	6754	18	Sundry Goods . . rixd.	18651	—	33215	—
Steel	7061	2	——		Skins	2119	—	1220	—
Alum	2602	18	1472	4	Wrought Silver	4498	—	6646	—
Vitriol	557	10	447	12	Linen	4770	—	18733	—
Cordage	——		480	—	Gun Powder . . . cwt.	——		500	—
Herrings . . . . barrels	2618	—	1109	—	Lime . . . . . lasts	——		20	—
Salt	18862	—	15664	—	Cobolt . . . . . lb.	——		660	—

* The number of ships sailed from hence in 1803 was 584.

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In the year 1767, the erection of an exchange at Stockholm was decreed, but never executed; and all subsequent propositions made for this purpose met with no better success. In 1757, the exchange tax, as it is denominated, was granted for the purpose of building an exchange; this structure was began in the year 1767 and concluded in 1776. The sums expended on this splendid edifice were very considerable; and, in order to extinguish the debts contracted in consequence, a tax on goods exported as well as imported at Stockholm, whether in Swedish or in foreign vessels, has been repeatedly increased and prolonged. The last prolongation, dated in 1787, was to continue in force for fifty years.

The following Proforma Invoices may be found useful to Commercial Men.

PROFORMA INVOICE OF IRON.

Bars	in. broad	in. thick	shlb.			
523	2	by $\frac{1}{8}$	66 14 10			
685	$1\frac{1}{2}$	—	80 2 10			
273	2	—	35 11 —			
240	$2\frac{1}{4}$	—	35 11 —			
349	$2\frac{1}{2}$	—	55 14 —			
207	$2\frac{7}{8}$	—	37 7 —			
206	3	—	48 11 10			
82	$1\frac{1}{4}$	square	38 8 10			
			398 0 0	a rx. $7\frac{7}{12}$	rx. 3018 8 0	
590	$1\frac{7}{8}$	by $\frac{1}{8}$	77 — 10			
190	—	—	23 5 10			
319	$\frac{7}{8}$	square	36 2 —			
121	$2\frac{1}{8}$	by $\frac{1}{8}$	20 9 —			
209	3	—	41 17 —			
88	4	—	22 7 —			
			221 1 0	a rx. $7\frac{3}{4}$	1694 34 5	
1793	$1\frac{1}{2}$	by $\frac{3}{8}$	163 17 —			
801	$\frac{1}{4}$	square	74 12 10			
			238 9 10	$8\frac{1}{4}$	1967 20 1	
738	$\frac{5}{8}$	square	38 9 —	10	384 24 0	
989	$\frac{1}{2}$		38 12 10	$10\frac{1}{2}$	405 27 0	

CHARGES.

Customs, town dues, &c. 45 per shlb	rx. 876 9 —	
Sound dues, rx. 77 43 Danish 64	103 41 4	
Brokerage on agreeing freight 62 $\frac{1}{2}$ last 4	5 9 4	
Charterparty	1 — —	
Bills of lading	1 — —	
Drink money and extra charges	4 18 10	
		991 30 6
		8462 0 0
Commission 2 per cent.		169 11 6
Specie rx.		8631 11 6

PROFORMA INVOICE OF 54 DOZ. DEALS.

26 Doz. of Deals, 3 inch, 12 feet, fine sawn, square edged, a 4 rx. per doz.	sp. rx. 104	0 0
28 ditto, 2 inch, 12 feet, fine sawn, square edged, a $2\frac{1}{12}$ rx.		58 16 0
54 dozen.	sp. rx. 162	16 0

CHARGES.

Custom-house dues on the 3 inch deals 18 per doz. rx.	9 36 0	
Ditto on the 2 inch ditto 14 per do.	8 8 0	
Sound dues, Danish sp. rx. 24 a. 64	0 32 0	
Brokerage on agreeing the freight for $13\frac{1}{2}$ lasts a 4	1 6 0	
Drink money and extra charges	1 14 0	
sp. rx.	21 0 0	
Commission on rx. 183 16 at 2 per ct.	3 32 0	
		24 32 0
		187 0 0

INVOICE OF 1530 BARRELS OF TAR,
Shipped on board an English ship.

336 Barrels of Tar, at 3		1008 0 0
1194 Ditto, at $3\frac{1}{2}$		4179 0 0

CHARGES.

Duty licence	1035 45 0	
Sound dues	47 9 0	
Brokerage $\frac{1}{3}$	12 46 4	
Ship's brokerage, 3 per cent.	7 17 0	
$\frac{1}{2}$ Port charges	124 16 8	
Bills of lading, &c.	5 24 0	
		1233 14 0
Specie rx.		6420 14 0
Commission 2 per Cent.		128 19 6
Specie rx.		6548 33 6

It must be here observed, that a difference in customs and charges is made in Sweden betwixt their own and foreign ships, in exporting their produce, the latter paying rates from which their own are exempt.

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They keep their books and accounts in rixdollars, schillings, and runstücks, 12 of the latter make 1 schilling, and 48 schillings one rixdollar.

They have what they call a specie rixdollar and a current rixdollar.

50 per cent. is the difference betwixt the current and the specie dollar. They have bank-notes as low as 12 schillings each. Copper-money is used for small change only.

They have also double, single, and half ducats, of which the single, as also the Dutch ducats, are of the value of 1 rixdollar, and 46 schilling specie, or 11 dollars and 24 oert silver coin, or 35 dollars and 8 oert, copper coin.

The copper coins are: double stanten, a 2 oert silver, or 6 oert copper money.

Single stanten, which are called stivers, or witten, at 1 oer silver, or 3 oer copper money.

Round pieces at 1 oer copper money, half round pieces at half oer copper money.

In the copper coin the rixdollar is divided into 96 double stanten, or 192 single stanten, or 576 round pieces or runstücks.

The value of silver coin is three times as much as that of copper, as

1 dollar of 4 marks, or 32 oer silver coin is 3 dollars, or 12 marks copper coin.

1 mark, or 8 oer silver coin, is 3 mark, or 24 oer copper coin.

Stockholm draws on London, Amsterdam, and Hamburg

On Amsterdam, 70 days date.

— 47⅞ schilling Swedish more or less } 1 rixdollar banco in Amsterdam.

— 44⅞ ditto . ditto } 1 rixdollar currency in Holland.

On Hamburg, at 67 days date.

— 47⅞ ditto . ditto more or less } 1 rixdollar banco in Hamburg.

On London, at 76 days date.

4 rixdollars 2 schillings specie, more or less, for one pound sterling

WEIGHTS.

20 lb. is a lispound, and 20 lispound a shippound, and

7½ Shlb. iron weight makes 1 ton English,

6 Do. victualii. . . . . Do.

A last of iron is 15 shippounds.

A last victualii. the standard weight, has 12 shippounds.

75 lb. of iron weight is 56 lb. English.

60 lb. victualii equal to 56 lb.

90 lb. . ditto . 79 lb. Hamburg.

79 lb. . ditto . 68 lb. Amsterdam.

MEASURE.

57 ells Swedish make 37 yards English.

79 — —— . . 68 ells in Amsterdam.

67 — —— . . 56 Flemish ells in do.

95 — —— . . 97 Russian arsheens.

28 — —— . . 29 ells Hamburg.

38 feet Swedish make 37 feet English.

28 — —— . . 29 — Hamburg.

35 — —— . . 32 — French.

GOTHENBURG,

THE second staple town in Sweden, is situated in the Cattegate, nearly opposite the Skaw, at the mouth of the Gotha. When the French took possession of Cuxhaven, the English packets, frequenting that station, were immediately divided between Husum and this port.

One observation may with propriety be made relative to this station for British packets, that should it so happen that the present communication south of the Cattegate should be cut off from this country, then the conveyance of letters to the continent may be continued through Gothenburg, and from Ystadt to Stralsund, where a regular

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communication is kept up by Swedish packets of a respectable description. In winter, this conveyance would, however, be interrupted by a severe frost.

Vessels cannot come up to the city of Gothenburg, but are obliged to remain at a small distance from thence in the roads, whence the goods are conveyed to the warehouses, by means of canals. In this town are manufactories of cloth, and other woollen articles, particularly of the coarser kind. The ships belonging to the Swedish East-India Company are fitted out at this port, the only one belonging to Sweden, conveniently situated to the North Sea.

Its principal exports are iron in bars, wrought iron, nails, steel, deals, herrings, and oil from herrings and whales, alum, sail-cloth, East-India produce not only to different ports in Sweden, but to foreign countries.

The exports of Gothenburg are the same as those of Stockholm nearly; that is to say, its proportion of the produce of the country; but the goods imported are of a coarser quality, and different sort from those intended for Stockholm, the capital. Gothenburg imports many articles for the purpose of exportation; it employs, on its own account, about 250 ships; and in 1798 there arrived in its port 652 foreign and 688 Swedish ships. The same year there sailed from thence for foreign ports 588, and to inland ports 611.

The following goods were exported from Gothenburg to foreign places, viz. in the year 1804.

77303 shippounds, iron.
7401 —— fine forged work.
2813 —— steel.
28114 dozen boards or deals.
79512 barrels salt herrings.
28589 lispounds mountain moss.
1266 barrels smoked herrings.
556 barrels of cod.
12378 ells Swedish linen.
10662 ells sail duck.
2679 barrels tar.
730 barrels pitch.
Window glass for 13263 rixdollars.

Imported to Gothenburg, in the year 1804, 55503½ tuns, or barrels of salt, which is 29000 less than in 1803. 148494 tuns, or barrels of grain, or 54200 less than in 1803.

Of East India articles in that year were exported only to the amount of 4964 rixdollars, of fish oil scarcely any. To inland parts was exported 26304 barrels of herrings.

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The herring fishery is principally carried on at Marstrands-Skären, or the shallows of Marstrand, near this port, and the produce was

In 1753	20766 barrels.	In 1768	151483 barrels.
1761	117212		

Of late years, its state will be seen in the table of exports. The herrings come on the coast of Sweden late in autumn, when the fishery commences, and continues but a very short time, when very great quantities are caught and cured, besides great quantities of oil extracted.

The Greenland Company was formed at Gothenburg in 1775, for the purpose of promoting the Greenland fishery. Like other institutions in Sweden, it is not so profitable as might naturally be expected.

The Exportation of the principal Articles from Gothenburg in the following Years.

Denominations of Goods.	Measure, Weight, or Value.	1783	1789	1792	1798	1801	1804
Alum	Shlb.	346	330	448	416	653	——
Deals	Dozens.	2041	1113	854	193	403	28114
Goods, East India .	Rthlr.	——	416508	350928	490012	——	4964
Hemp	Shlb.	675	181	610	5194	10626	——
Herrings . . .	Barrels.	92595	110641	169383	180128	191461	79512
smoked .	——	2758	4000	5237	5412	4631	1266
Oil	——	11991	10167	32505	34318	19763	——
Iron	Shlb.	87726	102495	113154	743386	72829	77303
wrought . .	——	9799	8211	10668	3955	7431	7401
Mountain moss .	Shlb.	2041	1113	854	193	403	28589
Pitch	Barrels.	759	208	634	415	5196	730
Sailcloth, Russian	Ells.	29795	——	30630	——	64414	106622
Swedish . Do. .	——	1865	——	——	——	20862	——
Steel	Shlb.	989	1766	532	855	850	2813
Tar	Barrels.	2783	1400	2744	——	——	2678

GEFLE,

A considerable trading town, situated in the Gastrikland, close to the navigable river Gefle. What trade is carried on here is chiefly in Swedish vessels; seldom, if ever, any English ships go up the

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Gulf of Bothnia. It has a canal sufficiently deep for large ships to come up to the town.

The exports are chiefly iron in bars, and a little copper, and some deals, tar, &c.

The exports to foreign parts in the year 1803, were,

Bar-iron	29493 shlbs.	Steel	3 shlbs.
Nail-iron and bolt-rod	677	Tar	791 barrels.
Iron plates	219½	Pitch	11
Nails	374	Boards, 3 inches	25073 dozen.
Ships anchors	57	—— 2 ——	1672
Anvils	14	—— 1 ——	32
Copper	33		

In the same year the number of vessels belonging to Gefle, amounted to 60, their tonnage 4830, and manned by 531 men.

Abo, the principal town in Finland, with the staple-privilege, lies on the isthmus, which separates the Gulf of Bothnia and Finland. Only small vessels can approach the town, but large ships find excellent accommodation about three miles from it. There are dock-yards, saw mills, and various manufactures of wood. The inhabitants have a number of ships which they employ in foreign trade in the southern parts of Europe. First they load their largest ships with fir deals (the chief article of trade in Finland), pitch and tar for French, Spanish, or Italian ports and after trading from one port to another as common carriers, return after two or three years to Sweden with salt, or to some of the Baltic ports, with an excellent freight.

Wisby, a remarkable ancient place in the Isle of Gothland, has a safe harbour, but not large. It was formerly a staple and Hanseatic town, celebrated for the Wisbian naval code. At present the port is frequented only by the vessels belonging to the Baltic shores, which fetch thence stones, lime, fir-boards, balks, &c. &c.

Of the other ports of Sweden which have but little trade; from what is already stated at the beginning of this chapter, it is uninteresting to enter into any description; therefore that part of Pomerania subject to Sweden comes next under consideration.

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SWEDISH POMERANIA,

In Germany, subject to the crown of Sweden, was formerly completely covered with forests, when the inhabitants carried on a considerable trade in wood, potashes, pitch, tar, furs, hides, salted provisions, &c. but, at present, their principal commerce consists chiefly in the produce and exportation of grain.

The agriculture and general improvement here has kept pace with Mecklenburg, the description of which dutchy is very applicable to this, although of far greater extent and importance. Stralsund, Grypswald, Wolgast, and Barth, are the ports of Swedish Pomerania. Stralsund, being the capital, a few particulars of it may not be unacceptable, particularly from the advantages lately intended to be given to it.

STRALSUND is situated on the northern extremity of Swedish Pomerania, directly opposite the Island of Rugen, upon the strait which divides that island from the continent, which is from a quarter to half an English mile in breadth. Vessels can approach Stralsund from the westward as well as the eastward, but by the former channel there is not more than 6 or 7 feet water, whilst from the eastward there is a greater depth of water, by which channel vessels drawing from 10 to 11 feet water can go into the harbour alongside the town; but those drawing more water cannot approach it nearer than within a few miles, according to the draft of water of the ship.

The principal trade of Stralsund consists in the exportation of grain, the produce of the dutchy and the island of Rugen; also the manufacturing of malt, of which it has exported from 30 to 80,000 quarters in the year; of wheat from 30 to 40,000 quarters; from 35 to 45,000 quarters of rye; likewise oats, pease, some coarse wool, wax, and a few other articles. Its produce of oak wood is chiefly converted into use for their own ship-building; and some few vessels built here have, in workmanship and figure, equalled those of any nation.

Stralsund is far from being advantageously situated for a commercial port; it has no river, nor interior communication to facilitate its trade; and the access to it with security is from the eastward, in the progress

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to which there are several impediments. Nevertheless we find it is the intention of the King of Sweden to put it upon the footing of a free port; the only one in the Baltic (if Copenhagen is excepted) which can be deemed such. The following declaration is just issued by his Swedish majesty for that purpose.

The Proclamation issued by his Swedish Majesty, at Stockholm, on the 8th of May, 1805.

Gustavus Adolphus, &c. to the Regency of Pomerania, relative to the Right of Warehousing English Goods.

" By an agreement that has taken place between us and his " Britannic majesty, we have granted to the subjects of his " Britannic Majesty the right, during the continuance of the " war between Great Britain and France, of warehousing at " Stralsund all goods and merchandise, unwrought or manu- " factured, the produce of Great Britain, or of its colonies, " conveyed in English or in Swedish vessels, such merchandise " being subject, if for re-exportation, by land or by sea, to a " duty not exceeding three-quarters per cent. *ad valorem*; and " if for home consumption, to the same duty that is establish- " ed at the port of Stralsund, as exacted from the most favour- " ed nations.

" And this we communicate to you, with our gracious com- " mands that the operation of it be in every way facilitated " and promoted."

It is apprehended little benefit can be derived from this port, in forwarding the British trade; if any benefit is to be derived by it to the interior of Germany it must be by way of the Great Haff, up the Oder, by Stettin; and Prussia is by no means readily disposed to accommodate in this respect; otherwise, if she had considered her own interest, Stettin would long have enjoyed a great deal of the transit trade of Hamburg and Lubec, to the benefit of the inhabitants of that city, as well as of Prussia itself.

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As we cannot foresee what may happen in the North, it may with propriety be mentioned here, that packet-boats are stationed betwixt Stralsund and Ystadt, for the conveyance of letters and passengers, which sail once or twice a week; but, upon extraordinary occasions, an order being obtained from the governor, one can be got to sail at any time. There are two vessels which are of a good size and well fitted up. In case the communication to the continent should be free only by way of Gothenburg, this route will be a safe channel of intercourse. Farther observations on this subject are made when treating of that city.

CURRENCY IN STRALSUND.

A rixdollar rated at 48 shillings, and 1 shilling at 12 runstücks in commercial affairs and the royal bureaus; in the other departments they reckon in florins at 24 shillings, and the shilling at 12 pence.

WEIGHTS.

15 pounds Swedish is 14 pounds English; 1 shippound contains 20 lispounds, or 280lb. 1 cwt. contains 8 lispounds or 112lb. 1 lispound equal to 14lb. and wool at 10lb. per stone.

CORN MEASURE.

One last is equal to 14⅜ quarters Winchester measure for wheat; oats 15½; 1 last contains 8 dromt, 32 tons, 96 sheffel, or 384 fehrt.

One dromt contains 4 ton, 12 sheffel or 48 fehrt.

One ton contains 3 sheffel, and 1 sheffel 4 fehrt.

Grypswald is situated on the river Ryk, which is only navigable at the town, where there is but seven feet water; on which account the larger vessels unload their cargoes half a German mile below the town. The chief article of exportation is corn, which, in the year 1780, consisted in three hundred and eighty-five lasts of malt; four hundred and eighty-nine lasts of barley; three hundred and twenty-six lasts of wheat; one thousand and twenty-five lasts of rye; seventy-three lasts of pease; and eighteen lasts of barley; — all together two thousand three hundred and sixteen lasts, or about twenty-five thousand quarters. The whole value of the exportation in grain was 102609 rixdollars, besides flax, in quantity one thousand three hundred and seventy-three stone; and of tobacco six hundred and forty-seven cwts. to the value of altogether 116,850 rixdollars.

Wolgast is situated at the mouth of the Beere, a small river. This place exported, in the year 1780; three hundred and twenty-two lasts of malt, seventy-one lasts of barley; one hundred and thirty-eight lasts of wheat; six hundred and five lasts of rye; forty-four lasts of pease, — in all 1180 lasts, or about 12200 quarters.

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Barth exports wool and corn, and carries on the freight trade in the Baltic and North seas. This place exported, in 1780, one hundred and forty-three lasts of malt; twenty-four lasts of barley; one hundred and thirty-two lasts of wheat; twenty-two lasts of rye; three hundred and fourteen lasts of oats,—all together, three hundred and thirty-five lasts, or about 4500 quarters.

The Isle of Rugen is close adjoining to Pomerania, and projects into the Baltic; it is separated by a narrow channel from the continent at Stralsund. It produces corn, and some cattle, and formerly was famous for its linen manufacture; before gold and silver were in circulation in that quarter; it had small pieces of cloth as a circulating medium, laying up the specie with the idols the inhabitants worshipped.

Shipping.

In the year 1800, the number of merchant vessels belonging to Sweden amounted to 956, total burthen 63,534 tons, and navigated by 9,929 men. Of these ships, 526 were out or on the passage, and 430 at home, at the close of the year; 118, new-built, are included in that statement. Stockholm possessed 234 ships of 20085 tons; Calmar 43; Gothenburg 168; Geffle 54; Helsingfors 25; Norrkoping 22; Westerwick 24; Wisby 55; Carlscrona 33; Carlshamm 40; Malmo 31; Uddevalla 24; Abo 16, &c. &c.

In the year 1801, the shipping of the whole kingdom consisted of 974 vessels, total burthen 62,751 tons, and manned by 9,689 seamen; new-built vessels 105; at the end of the year, 493 were at sea, and 481 at home.

In the year 1802, Sweden possessed 946 ships, their total burthen 62,294 tons, including 127 new-built vessels,—the whole manned by 10185 men. It may not be unnecessary here to notice, with regard to shipping, that objections are made to some of their vessels, particularly by the underwriters. The first is their being constructed of fir-timber; and, secondly, the caravel style in which many are built; for which last reason they cannot easily be refitted in foreign ports, nor enter them indiscriminately as they should always be afloat. The Stockholm and Gefle ships are, however, deemed preferable to those built in many Swedish ports, most of them being of oak, as are all those in Swedish Pomerania.

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CHAP. III.

Of the Public Institutions and Bodies for the Purposes of Trade in Sweden.—Of the Bank.—East India Company.—West India Company.—College of Commerce.—Of Trade.—Marine Society.—Company for Diving and Salvage.—Course of Exchange.—Remarks on the National Debt.—State of the Trade of Sweden.—Amount of Imports and Exports of Great Britain to and from thence, from the year 1700 *to* 1805.—*Of the Trade and Navigation of Great Britain with Sweden, in the years* 1800, 1801, *and* 1802.

THE BANK.

In the year 1656, an establishment undertaken by a number of private individuals, was privileged by the King, under the appellation of the Loan and Exchange Bank, which however fell into decay in 1668. Upon this, the States-Bank was formed in the same year, solely under the control of the states of the empire: they undertook the guarantee of the bank, and have therefore the direction and power to apply it to the benefit of the country. But private property in the bank, however great the distress may be, must remain untouched by the crown. The management of the bank is conducted, in the intervals between the meetings of the states, by bank directors, three such directors are always selected from each of the three states; but, during the sittings of the diet, a bank deputation, or bank committee, is appointed. Every three years, the state of the bank, and its direction undergoes a revisal by 24 members, called Bank Revisers. It was not until the year 1726, that bank notes were first issued. The bank is divided into two departments, the one called the Loan, and the other the Bill or Exchange Bank, each keeping its accounts as separate as if they were distinct establishments, but each mutually supplying the other as occasion requires.

The Loan Bank lends money upon mortgages or pledges of different sorts; also on gold and silver in bars, copper, brass, &c. Certificates of money lent to the bank being considered as nearly the same value as ready money: the proprietors, on depositing these pledges in

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the bank, receive the full value on the payment of 3 per cent. annual interest. Jewels were once, but are no longer received in pledge.

The East India Company was established at Gothenburg in 1731; but their latest charter is dated May 2, 1782. The direction of this company exists in Stockholm, and is vested in four directors. At Gothenburg, the factory is conducted by the directors occasionally, and by confidential agents, storekeepers, and other servants.

The East India commerce of Sweden was never very important, nor occupied a considerable capital; still it is continually decreasing, the English having nearly monopolized that trade. In former times, the company fitted out ships for Bengal, but, at present, their commercial undertakings are limited to China. The ships employed in this trade, are mostly of 400 tons burden. At Cadiz they borrow the necessary specie for investments, and for the purchase of goods in China. The exports to that country consist only in a few articles of Swedish manufacture, and the returns the same as those to other countries from India. But it is not the English East Company that has occasioned the decay of the trade; for such has been the liberality of the English government to foreign nations, in regard to the trade to India, that what are termed the private traders in England, find a great advantage in acting as agents to Swedish and Danish houses. It is want of capital, and of a spirit of enterprize, and of a disposition to push this trade, that makes it languish in Sweden; and indeed it forms no bad criterion by which we may judge of them in other branches of commerce; for if they are deficient in this when we know they have the means, it is natural and fair to conclude that they neglect other branches in the same manner.

There are single houses in London, which, as agents, do more business in one year with India than the Swedish company does in ten, which single fact precludes the necessity of saying any thing more, and is a strong example and a proof of the neglect of commerce in that country.

The West India Company. In the year 1730, an attempt was made to establish a trade to the West Indies, which miscarried; but, in consequence of negotiations with France, in the year 1784, the Swedes came into possession of the Island of St. Barthelemy, and founded, at

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Stockholm, a West India Company. Their trade, however, is not confined to this island, but extends to America, and the coast of Africa.

The College of Commerce, at Stockholm, is regulated by a president, vice-president, and several members called Commercial Counsellors and Assessors, with a proper number of assistants. It was established in the year 1637, but did not receive its organization till 1651; since then it was separated from the Royal Chamber, and has undergone a variety of changes. In the year 1778, a new regulation was made, in consequence of which this college was divided into two departments; namely, the department for trade and commerce, and the judicial department.

The College of Trade (Handels Collegium). Is the magisterial or judicial department, to which are referred, and there settled in the first instance, the major part of objects relating to trade and navigation. It consists of one of the burgo-masters or mayors, and three aldermen, one of whom must have been brought up to one of the learned professions. With this college is connected the freight-chamber, where the captains of vessels, and their crews, are heard and examined before their passes are delivered.

The Sjömanshus, or Marine Society, was established at Stockholm, in the year 1748, for merchants, captains of vessels, and seamen. The object of this establishment is to procure good seamen, to promote trade and navigation, to adjust differences between sea-faring men, and to provide for those sick and distressed. It is directed by five merchants, who are ship-owners, and two captains of merchantmen. As this establishment was intended to apply to Sweden generally, it was not long before different staple towns formed similar institutions; so that, in the year 1796, their number already amounted to 38. These sort of establishments are worthy the consideration of our ship-owners and seamen in Britain.

Society for Diving and Salvage, established for the purpose of saving wrecks and goods on the coast of Sweden, in consideration of which service a certain sum per cent. is demanded on what is saved. The first charter we find dated November 18, 1734, granted by Frederick King of Sweden, in order to preserve the lives of the unfortunate crews, as well as the goods; to prevent depredations and frauds

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being committed upon the proprietors, underwriters, and public at large. According to this ordinance, this society is to have the sole privilege of employing persons in diving for and preserving wrecks and goods; any person plundering to forfeit a penalty of 1000 rix-dollars for such offence. Ships compelled to enter a harbour, in order to stop a leak, or to be caulked, may employ their own crews to execute this service; farther, if ships are wrecked, and none of the divers are at hand, then others may be engaged to give assistance, but such are considered in the capacity of labourers to the society, by whom they will be paid as such; as soon, however, as the divers arrive with the apparatus, the labourers must desist. As a remuneration for their labours, and the purchase of the apparatus, &c. the following regulations were adopted.

As this institution is excellent in its intention, and for the best of purposes, and only exists in Sweden, we shall give the regulations:

1. Ships in danger of being wrecked, or inclosed by the ice, unless they are conducted into the harbour, or enter it for the purpose of discharging their cargoes, even though they sustain no damage, forfeit 10 per cent. of ship and cargo.

2. Those goods or ships which have been wrecked or sunk, when recovered, pay a quarter of *their* VALUE *in money or kind*, and the owner of the goods, or the underwriters, must pay ¾ of the *expenses* of the salvage, and the company bear the other quarter.

3. Goods of heavy burthen, (wood, stone, &c.) and such as are damageable by water, (even salt, &c.) pay 15 per cent.

4. All goods saved by means of the diving bell, or other expensive means, even where the owner has directed the labour *for account* of the society, *it is* in future *only to receive* one-third, instead of one-half of the property, as before.

The customary duties on goods thus saved, and permitted to remain in the country, are to be paid only in the harbour of the district where the loss was sustained, or where the vessel was wrecked, and no where else.

In the year 1739, this regulation underwent several alterations, the principal of which are:—if the preservation of the ship or cargo is impracticable without farther assistance, the principal officer on board is authorized to give directions to save the most valuable articles in his opinion, and to abandon all others, whether above or under the water, (these may be purchased by the company, provided the sufferers resign their claims). The salvage of all goods, whether saved by the company or crew, to be allowed to the divers, when the crew are remunerated, the same as if they had been acting for the benefit of this society. The goods are permitted to be sold by public auction at the most convenient place, either in the country, or if they be of heavy burden, on the spot. The goods saved may remain entirely in the power of the owners, after the company have obtained a list for the payment of their demand; the customary duties are to be conducted on a similar plan under the inspection of two officers on oath. For the security of the toll, and other duties of the company, and prevention of all disputes between the respective parties, the goods and wares are to be sold by public auction, after having previously given proper notice to the magistrates of the place, who will thus have an opportunity of making an inventory for the better collection of the duties. If they are removed to another place for sale, the magistracy of each place to be informed of the intended removal, and the fees arising thence to be divided

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between the two, share and share alike. If any part of the goods be saved by the captain and crew (for instance, before the servants of the company can arrive) it is enacted, to prevent all fraud, that the captain as well as crew be subject to deliver in an account of the same on oath.

Magistrates and officers are from time to time to examine the apparatus of the society, to see whether it be in a proper state of readiness. The governors are bound to lay their accounts before the admiralty, as a proof that they are prepared to give the necessary assistance, even at the most distant places, in conformity with their duty. At some places, however, a supply of diving bells, and the most important apparatus are to be deemed sufficient. All clandestine sales, whether by proprietor or correspondents, are prohibited; the goods to be sold by public auction to the highest bidder, except those belonging to the captain and crew. Persons shipwrecked, having suffered from neglect, or want of attention, making their complaints before the governors, will have immediate redress, where the facts may be decided on without a formal law suit; otherwise, the most respectable and nearest members are to appear either in person or by deputy, before the court of admiralty, and answer the accusation. It is, moreover, the duty of the court to distribute justice with as much expedition as the nature of the case will allow. The company is to employ conciliation as much as possible to engage people on moderate terms; and to lay every three months before the court of admiralty an account of their proceedings.

In the year 1741, a new ordinance was published as an explanation to the two former, not in consequence of any complaint or act, but on account of uncertainty which it gave rise to. After confirming the substance of these acts, ensuring to the company its privileges, &c. prohibiting all persons from interrupting them on pain of paying a fine of 1000 rixdollars silver coin. It ordered, that the under-judges of the towns and admiralty are to settle all matters in dispute as briefly as possible; that this court do take no cognizance of any other matters, but dismiss all complaints foreign to their respective functions, according to the 19th chapter of sea-regulations, that the result be immediately laid before the College of Commerce for their information and the public benefit, &c. &c.

Stockholm, Sept. 8, 1741.

This society is divided in two branches, called the South and North Societies; the former extends to Skane, Halland, Gothenburg and Bohus-Län; and the latter to the remaining part of the Swedish coast. In the year 1803, this society, among other additional regulations, received a new tariff for a period of five-and-twenty years to come.

There are various other institutions and regulations, in Sweden, relating to commerce, peculiar to itself, but not sufficiently useful or interesting to detail, such as the Sjötull, or Sea Toll; Umgälder, or Extra Duties; Sjöraltspenningar, a small duty imposed to support the College of Commerce, now converted to the use of the state; Pässpenningar, or money for ship's passes, according to the size, each paying a certain rate. Lastage, a rate for each ship to pay as for light money, &c. &c.

Exchange.

As to the course of exchange in Sweden, it neither gives nor can receive much influence from the exchanges in other parts of Europe. The situation of the country is too remote, and its trade too limited, to

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afford room for general operation beyond the natural attempt of government to improve it, on account of remitting the interest of its debt.

From the wisdom of the institutions of Sweden, and the antiquity of some of them, particularly the bank, it is evident that that country was, at one time, advanced in commercial knowledge before many others that are now got far beyond it. Sweden has been more given to war than to commerce, and its interests have therefore been neglected, of which it would be impossible to give a better proof than that already produced, relative to the trade to India, for the carrying on of which it enjoys such advantages. Upon the whole, however, the trade of Sweden is on the increase, though the progress is slower than of almost any other advancing country. The trade of Ostend being lost, Sweden and Denmark ought to have got at least some of it, but that does not seem to be the case.

It is stated that there is a national debt in Sweden, amounting to 27424452 dollars, of which 10737915 have been borrowed from Holland, Brabant, Genoa, and Hamburg; and therefore the interest, amounting to about 550000 dollars annually, is drawn out of the kingdom, which, taking into consideration the small scale on which its operations of commerce and finance are, is to be counted a considerable drain, and has a great effect in retarding the prosperity of the kingdom. No practice is more fraught with bad consequences than borrowing from foreign nations; whereas, a debt contracted by a state to its own subjects, though it is a burthen on the people at large, does not carry money away, but, on the contrary, has so far a good effect, that it makes the circulation more rapid and active.

While speaking of this subject, we must remark, that Russia also owes money to Holland; but its resources and means are so amazingly great, that as soon as it finds the way to turn them to the best advantage, the debt will be annihilated. With Sweden, the case is different; it is more likely to get deeper into debt than to pay off what it already has contracted; and, at all events, it is only by slow degrees that it can effect a reimbursement.

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The remainder of the debt consists in credit notes, obligations, and debentures, in different forms, bearing interest.

A general valuation of the property in Sweden, as houses, forges, mines, capitals, &c. has for a long time been intended in order to find out some means to produce a favourable influence upon the stability of the exchange of Sweden. With this view the property described was valued, which amounted in the whole to 166124897 rixdollars banco money, and 51372166 rixdollars paper credit.

View of the State of the Commerce of Sweden in 1781, *reduced into Sterling Money.*

	Exported.	Imported.		Exported.	Imported.
Denmark and Norway	£ 160063	66595	Portugal	£ 125132	40340
Dantzic	22358	33246	Russia and Courland	58229	202781
England	367292	97762	Spain	23380	14711
France	203762	83145	Hamburg, Holstein, &c.	128911	38202
Holland	107103	151583	West Indies	873	—
Konigsburg and Prussia	49689	67580	East Indies	122	10810
Italy and the Mediterranean	82166	33170		£ 1397048	1027069
Pomerania, Swedish	67938	187144			

The balance in favour of Sweden was 370000*l.* besides which, she is estimated to gain something considerable by the freight of ships, so that the whole, at that time, might amount to about 400000*l.* sterling.

The following table will shew the state of the trade each five years, from 1700 till 1785, betwixt Great Britain and Sweden; andfrom 1791, each year, to the present period, distinguishing England and Scotland. This statement evidently confirms the observation made relative to the iron trade in Russia, that Britain imports less every year, and will continue to do so, from the increase of her own manufacture. Iron is the principal export from Sweden, which being of a far superior quality to any other, Britain has continued to take a greater proportion of it than from Russia, which she will do till her own has acquired nearly an equal perfection in quality, and even then if Sweden reduces the price, so as to enter into competition with the British manufacturer.

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The Amount of the Imports and Exports of Great Britain to and from Sweden, in the following Years.

Year.	Imported.	Exported.	Year.	Imported.	Exported.
1701	£ 109509	£ 70806	1745	£ 250707	£ 30310
1705	205856	46747	1750	187022	16162
1710	173585	27620	1755	200049	19234
1715	165631	37235	1760	193340	13657
1720	191352	111555	1765	234452	49003
1725	161884	38324	1770	136616	58576
1730	191022	15271	1773	161603	36308
1735	213850	25514	1782	163219	56083
1740	180839	15557	1785	203765	65307

	ENGLAND.		SCOTLAND.	
Years.	Imported.	Exported.	Imported.	Exported.
1791	£ 223686	£ 69899	£ 44084	£ 4844
1792	289626	13078	49063	5261
1793	270101	73051	37293	3373
1794	248031	97939	39752	2334
1795	259120	121631	35491	5746
1796	307720	112388	39616	9125
1797	160612	143994	31420	9901
1798	226910	44236	39093	8481
1799	305525	39916	42357	10664
1800	275597	78381	33682	459
1801	262202	109419	33442	1834
1802	278410	107830	48940	465
1803	241472	97595	47179	450
1804	——	——	38867	770

Table of the Trade and Navigation of Great Britain with Sweden, during the Three most remarkable Years, when the Northern Confederacy existed, when Copenhagen was attacked, and when Peace was restored.

In what Year	Value of Imports from Sweden.	Value of Exports to Sweden.			Shipping.											
		British Manufacture.	Foreign Merchandize.	Total of British & Foreign Merchandise exported to Sweden.	Inwards.						Outwards.					
					British.			Foreign.			British.			Foreign.		
					Vess	Tons.	Men	Vess	Tons.	Men	Vess	Tons.	Men	Vess	Tons.	Men
	£. s. d.	£. s. d.	£ s. d.	£. s. d.												
1800	309280 11 10	29761 8 5	49079 4 11	78840 13 4	94	10308	591	267	39141	2249	62	8088	422	185	28055	1592
1801	295645 2 1	46110 3 2	65144 1 8	111254 4 10	111	13339	749	218	33955	1893	98	11854	661	164	26700	1442
1802	327350 9 9	33229 2 6	75066 18 4	108296 0 10	174	21409	1141	165	28867	1696	111	13912	785	153	25987	1449

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BOOK V.

CHAP. I.

OF DENMARK IN GENERAL.

Norway, and the Dutchies of Holstein, Schleswig, and Jutland.—General Observations on the Importance of those Dominions in the present Time.—The Trade of Europe at present passing through them.—Pacific Disposition of the Danish Government.—Of the circuitous Navigation to the Baltic diminished by passing through Holstein—Its particular Importance.—Produce of Denmark, Norway, &c. &c.

AFTER the fall of the Roman empire, the first nation that had any power on the ocean was Denmark, but it was employed in an irregular piracy, not in commerce: nor were its robberies confined to that element alone; England was repeatedly invaded, and held for a time in subjection. The Danish pirates burned London, Paris, Cologne, and Ghent, only 1000 years ago, and, soon after, they made a conquest of that province in the north of France, of which Rouen is the capital, then called Neustria, to which they gave the name of Normandy, after themselves, a name that province has still retained, though those who gave it have long lost theirs.

The depôt or emporium of plunder, was then in the island of Walcheren, which they had fenced off from the sea; so that, in reality, they were the first people who created the Dutch Provinces, and laid the foundation of much greater wealth for their inhabitants than they themselves have ever possessed.

We have seen, in its proper place, in what manner the Hanseatic League entered into a plan, by trading towns, to repel the piracies of Denmark, and finished, by keeping that nation in check, until a re-

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gular system of commerce succeeded to the very irregular and illicit one of war and depredation

Roschild, in the Isle of Zealand, was the capital of Denmark till the middle of the 15th century, when it was removed to Copenhagen, situated in the same island.

While war depended more on the bravery of the people, and the facility with which they could get the necessaries of life, the Danes were a powerful nation, when compared with others. Some of their territories are very fertile in corn. They, at an early period, understood the art of fishing; and as they obtained resources, by means of plunder, they were very formidable to other nations.

Since war has changed its nature, and great standing armies and a marine regularly paid, are necessary, the power of nations depends much upon their revenues, that is, on the money disposable for public purposes. As neither the extent, population, nor other circumstances will admit of Denmark making great exertions, she is not now a powerful nation, and there is no government more pacific in existence; there is none less ambitious, with regard to external transactions, nor more attentive to the administration of justice, and rendering the people happy at home.

Though Holstein and Schleswig are but a small part of the Danish dominions, yet they are by far the most interesting, and at this time more so than ever. It is just now, through that small but interesting country, that all the commerce of Europe passes. The only packet with a mail from this country that goes to the continent, north of the British Channel, and south of the entrance to the Baltic, sails for Husum on the coast of Schleswig, having been successively driven from Calais, Ostend, Helvoetsluys, and Cuxhaven.

It is therefore of those two Dutchies, more than of any other part of Denmark, that we must speak; and next to that is the Isle of Zealand, on which Copenhagen stands. Holstein, a neck of land, and Zealand, with some smaller islands, nearly shutting up the communication between the Baltic Sea and the Ocean.

Of Norway we shall treat separately, as being on the north side of the Sound, not much connected with the present state of commerce;

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after which, having treated of them separately, according to their situation and the circumstances in which they are respectively placed, we shall take a view of the whole, as forming one state, subject to the King of Denmark.

The important situation of Denmark is but of short standing: in itself, it is not a country of much wealth or commerce, and in ordinary times, it is not in the channel through which nations have their greatest commercial connection.

The whole of the European shore, from the Adriatic to the Elbe, is now either in the possession of the French, or greatly under their influence, who, independent of their state of warfare with Great Britain, have established a government, the nature of which is incompatible with commercial prosperity. Commerce is now driven, as if it were, by a storm, to the north of Europe, and the first hospitable shore, on which it finds a harbour, is on the coast of Denmark.

Commercial men have been accustomed to pay little attention to that country; it is to existing circumstances that it owes its present importance; but it does not follow, that that importance will be of short duration.

South of the Flemish coast, commerce has never flourished in any great degree. The country is too fertile, and the climate too good to admit of the people following commerce at the expense of agriculture, and therefore to no port of France were goods ever sent, that were not destined for French consumption. We do not call people a commercial people, who only buy what they consume, and sell what they produce, and the French never did more. Ostend, an insignificant place of trade, though well situated for carrying it on, was the most southerly of the places that merely existed by commerce; and the coast of Holland, the mouths of the Scheldt, the Rhine, the Ems, the Weser, and the Elbe, were completely commercial. By the cities on those shores, and the Baltic, the whole trade of Germany, and those immense countries that lay north and east in Europe was carried on.

Now, however, we are compelled to quit Ostend; all the ports of Holland, and even the Ems, the Weser, and the Elbe, are become unsafe; and though France may in time alter its mode, and cease to

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persecute commerce, yet, while those shores remain under its dominion, trade will never return, or enjoy its former security. The genius and nature of the people are unfriendly to any such change, and if it could take place, still the almost continual wars into which that country plunges itself, would render commerce insecure under its dominion.

The portion of the continent that borders on the north bank of the Elbe is the shore of the Holstein part of Denmark, and this small peninsula must be kept free from the French grasp, else Russia, Prussia, and Sweden, as well as Denmark itself, will lose all their importance.

Small as this district is, while it remains independent of France, the rest of Europe may be free; but, if that is occupied, then no communication remains with the open ocean. In this view of the matter, we include the whole neck of land and the islands betwixt the Elbe and the Sound; for though it goes by three different names, the northern extremity being called Jutland, the middle Schleswig, and the most southerly Holstein; yet the whole is to be considered as important to the freedom and commerce of Europe. It is the north-west promontory of Germany, and without a free passage there, no communication can be kept up with that extensive country, or with any of the northern nations.

Of Hamburg, Bremen, and Embden, we shall speak in another place, though they are not now to be considered as independent or free, being subject to the interruption of the French; so that Tonningen on the western point of Holstein, is the first port which can fairly and truly be called free and independent, and to which merchandise may be safely consigned; for long suffering as the northern powers appear to be, the day that Holstein is attacked, must be the signal for rousing them to activity.

In treating of Denmark, we shall not then follow the same order that has been preserved in the other nations, but first treat of Holstein and the adjoining dutchies of Schleswig and Jutland.

In the map it will be seen that this promontory, or head of land, with the adjacent islands nearly block up the mouth of the Baltic Sea, joining the main land by the border of Mecklenburg to the east,

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where the line, running from the Elbe to the Baltic in a straight direction, is only 50 English miles. The shore to the south is bounded by the river Elbe, and the west by the German Ocean, sometimes termed the North Sea. The extent and breadth of the country is too inconsiderable to admit of large rivers, but the coast is intersected with bays and skirted with islands almost in its whole extent.

The north-west is bounded by that passage that leads to the Sound and the entrance of the Baltic, by the Cattegate, and a number of narrow arms of the sea, which divide it from the islands that interrupt the entrance into the Baltic.

A narrow part of this neck of land, which has the shortest navigable communication, is at Tonningen, on the west coast, or North Sea, from whence to Kiel, on the north-east, a canal has been constructed that will admit ships of two hundred tons burthen, British built, to pass, and ships built in the Dutch form of from 250 to 300 tons, and even something more.

As this canal shortens the navigation, and that a very tedious one, into the Baltic, about 450 miles, we shall give a full description of it in a following chapter.

In the account of Sweden some general observations are made relative to the entrance into the Baltic Sea, by the Sound, which separates the island of Zealand from the coast of Sweden, and is of such a nature as to be commanded from the southern shore.

The government of Denmark merits great praise for the planning and executing the canal of Holstein. Most part of commercial undertakings are by private men or small societies, and they flourish best in their hands; but there are others which a nation alone can execute. There is still a third species, in the execution of which all nations should cooperate, if jealousies and animosities could be left aside. Of this last species of enterprise is a direct passage into the Baltic Sea, which ought to be cut sufficiently wide, deep, and open, to be navigated with perfect ease; but as nations do not join together to do great and useful works, they are left to do them singly on a smaller scale.

As this canal, undertaken by the government of Denmark at a time when the commerce of that part of the world was of much less impor-

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tance than it is now, and as it is every year becoming still more important, every particular relating to it must be considered as interesting, which we shall give, after having previously described the towns which are situated in that portion of his Danish Majesty's dominions, and made a few remarks on the produce of Denmark.

The produce of Denmark consists chiefly in the fisheries and in the fir of Norway, its iron mines, salt works, &c. details of which shall be given in a separate account, as they are in a great degree peculiar to that country. But besides these resources, which are not common to all countries, there are others of a different nature, of which it will be sufficient to give a general idea, without any further particulars.

The annual export of grain from Denmark is reckoned to be, on an average, about 500,000 rixdollars, and of corn-brandy for 100,000 more, although in 1787 Denmark imported considerable quantities of grain, and in some present unfavourable seasons largely, particularly into Norway.

In common years, at least 12000 horses are exported from Denmark; and, in times of war, about 20000; and in peace above 15,000 head of neat cattle. The amount of live stock, including butter, cheese, and salted provisions, chiefly from Holstein, Schleswig, and Jutland, is reckoned to be about 1,400,000 rixdollars.

The stock of sheep in the kingdom has been reckoned near 900,000, which produce only about 1,700,000 lbs. of wool.

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CHAP. II.

Of the Ports of Holstein and Schleswig.—Tonningen described; the best Port during the Blockade of the Elbe for the Trade to Hamburg.—Conveyance of Merchandize from Tonningen to Hamburg, by different Routes.—New Regulations of Customs for the Transit Trade.—Roads now forming.—Husum, the Station for the English Packets, described.—Route and Mode of Travelling from thence to Hamburg.—Kiel, Rendsburg, Altona, &c. &c., described.

AS every port in Holstein and Schleswig becomes interesting in the present posture of affairs, and each has been resorted to according to the opinion of its advantageous situation for conveying merchandize to the continent; some ports are situated on the Elbe, others in the North Sea, and lastly in the Baltic; and although, owing to the present blockade, the former cannot avail themselves of their natural advantages, we shall give a description, in alphabetical order, not only of the ports in Holstein and Schleswig, but likewise the principal places, first describing the rivers.

The Elbe gives to Holstein, on its south side, its most considerable facilities, several of its rivers falling into it, namely, the Pin Rivulet, running by Pinneburg, from its name; the Krückaü, by Elmshorn; but the largest is the Stör, navigable from the Elbe up to Itzehoe.

The most considerable river either in Holstein or Schleswig, though of no extent, yet worthy of particular notice, is the Eyder, dividing these two dutchies from the North Sea to Rendsburg, and the canal from thence to the Baltic. It has its source twenty miles south of Kiel, runs through the Westen Lake, and at the Flemhude Lake it is joined with the canal, and so runs down by Rendsburg, being intersected in two places by the canal to cut off its meandering course. The other rivers, and those in Schleswig, are not worth particular notice.

ALTONA is situated in the south-east corner of Holstein, on the north bank of the Elbe, within about half an English mile of Hamburg, the trade of which city it very much resembles, with this diffe-

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rence, that the duties are less. During the last war, it had very considerable business, from its being a free port in a neutral territory, and deriving that advantage betwixt England and the Continent in neutralizing property,* whilst it might more securely have profited in carrying on that commerce on its own account. Being so near to Hamburg, it carries on its negotiations, money and principal transactions through the medium of that city, and differing but little in essential points or foreign commerce from it; when treating of that city, the two being so contiguous, one detail will answer the purpose of both.

The population of Altona is estimated at 25000 souls. It has some shipping belonging to it. In the year 1775 it had 70 vessels, of from 20 to 100 lasts; in 1783 there were 198 belonging to the place; and, in 1795, 154 vessels, being 9544 lasts; and, in 1802, 259 vessels, including those for its fisheries, making 16770 lasts, and manned with 2852 men.

They embark in the Greenland fishery from hence regularly. In the year 1802 they fitted out 10 ships, which brought home the produce of only 21 whales.

Flensburg is the principal port of Schleswig, the entrance to it being from the south-east of the Little Belt in the Baltic. It has a commodious bay, with a sufficient depth of water, almost into the town.

The population is estimated at 10000 souls. During the American war it had more considerable trade, and its shipping increased. In 1788 it had 218 vessels of all descriptions, manned by 1427 men; and, in 1797, 257 vessels, and 1597 men.

Frederickstadt is situated in Schleswig, between the rivers Trene and Eyder, on the north bank of that river, about 10 miles from Tonningen; though so far inland, it is a port worthy of some notice, for its local convenience: two years ago it fitted out 27 Greenland ships, 15 herring boats, 25 large and many other smaller ships. The tide does not rise here more than eight feet. It has about 2500 inhabitants, and some few manufactures.

Gluckstadt is a port of Holstein, upon the banks of the Elbe,

* Neutralizing property signifies for a small percentage passing it for their own.

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east of the river Stör, and nearly half way betwixt Hamburg and the North Sea. It is a fine port, and its trade is chiefly to Norway and Iceland in the products from thence and that of Holstein to those quarters. It has some shipping and concerns in the fisheries. In the year 1802 it fitted out 11 ships for the Greenland fishery, which brought home the produce of 24 whales.

Husum at present is become the more known on account of its being the only station for English packets direct to the continent, north of Portugal, (Gothenburg in Sweden excepted,) after being driven away from Calais, Ostend, Helvotsluys, and Cuxhaven.

This place is situated on the coast of the North Sea, in the dutchy of Schleswig, about twelve miles by land north from Tonningen, to which there is a miserable and dangerous road, by land, only passable in summer, and when a hard frost, in winter.

In former times, Husum enjoyed some share of trade, and was a place remarkable for oysters, but the severe winter and weather in 1740 caused the destruction of the beds. The great inundation, by the breaking of the banks in 1717, destroyed its accommodation for the the approach of shipping; what little trade it has now, is in cattle and distilling spirits from grain.

As this place is one which many a passenger by the packets will remember, and those unacquainted with it not being able to form any idea of the inconvenience of embarking or landing, a short sketch will prepare the minds of those who have to make this voyage, and proceed forward from thence to Hamburg, or farther on the continent.

The present station in England of the packets to the continent is at Harwich, and certainly for their security and accommodation it is preferable to Yarmouth; though this latter port, in some cases, is more desirable, on account of their being sooner out at sea.

No packets in the universe are equipped so well, or are better sea boats than these vessels, having skilful and obliging commanders, and well-appointed crews; this accounts for the few accidents seldom if ever heard of, and that is the more surprizing when we consider how they have been driven from one station to another, when they cannot be expected to be acquainted with a new harbour, or a new navigation. After

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passing Heligoland island, in crossing the bar to enter the river Hever, it is the most dangerous passage that can be conceived. If there is but little water upon the bar on making the Hever in hard gales of wind from particular quarters, there is a tremendous sea upon it, too dangerous to attempt to pass, even when the tide is half out, unless the packet should be driven to do so by stress of weather; the mouth of the Hever is, (according to the weather,) more or less difficult to make, particularly in a high sea, from the buoy or beacon being too small at the entrance. After passing the bar, at the mouth of the Hever, there are buoys and beacons all the way up to a bay near to Husum, where the packets bring up from four to six or eight miles from the town.

It is impossible for any stranger to conceive the inconvenience he must experience in landing or embarking at Husum, if their own boat, or those of any other packet laying there, are engaged so that they cannot accommodate the passengers in conveying them to or from the shore. The boatmen at Husum are few in number and have the privilege of taking on board or bringing ashore the passengers, unless the captain of the packet will allow his crew to do it, or that any other laying there are obliging enough to allow their men the perquisite of doing this business: every one will cheerfully prefer such conveyance, with any remuneration, to the Husum boatmen, who suit their own convenience and inclination, though passengers are naturally anxious to get ashore as soon as they can. Were it not for the frequent opportunity by boats belonging to the English packets, passengers would often have to stop hours, nay, days and nights on board, before they could land. When the packet's boat is either at the town with the mail, or otherwise occupied, this has sometimes been the case.

When the tide is at its height, there is no great difficulty in landing, but if half-ebb, or nearly low-water, it is difficult and disagreeable. From the place where the packets bring up, it is some distance, on account of the shoal water, before you enter a channel of the small river, marked by beacons along its course, not three times the breadth of the boat; if the water is low the oars cannot play, but are struck into the

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mud to push the boat along, scarcely having sufficient water, if loaded with passengers. For nearly three miles you follow the course of this meandering creek, or rather channel, in the sand and mud, up to the town of Husum, where you are met by the town's boatmen, who may have been too lazy to put off, but who take care, so soon as the passengers or their luggage are landed, to claim their privilege exclusively to carry up the luggage to the hotel or inn which the passengers frequent.

To a stranger who has not been out of England, where he has every accommodation, and where a spirit of emulation prevails who shall be most obliging, every thing here will appear strange; every one is left to shift for himself; supplication and kind entreaty will get some accommodation and refreshment, but, as to lodgings, if the few inns should happen to be full, by the detention of packets, he must, himself, get the best private lodgings he can in the town.

When landed, the passenger who intends to proceed forward, must go to the secretary, before whom he must make a declaration of his name and character, when he receives a passport, which he signs before the secretary; the fee is trifling: from thence he proceeds to the burgo master, or rather, to him first, who receives the like declaration.

When passengers are coming from Hamburg or Lubec to Husum, to embark for England, it is best to get a passport from the resident Danish ministers who reside at those cities, which saves much trouble: these passes render going to the secretary at Husum unnecessary: it is only requested to present it to the burgo master, who countersigns it, which gives this advantage, that you have no more trouble; besides, if it is necessary, on account of the tide, to embark at any hour in the night, on previously mentioning it to the officer of the watch, it procures the indulgence of being allowed to embark whenever it is most convenient, whilst others are frequently obliged to go on board the tide before.

What has been described, is when the navigation is free from ice, and certainly very convenient compared with the inconceivable difficulty and very great danger when the small creek is choaked up with ice, which it very soon is with a little frost, then you must approach

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the sea-shore where you can, taking a long round in open waggons above or below the town, making a route of some miles, to embark or disembark, according to that part of the shore most free from the drift ice, according as the wind may have been; the going on the sea banks is nothing, but descending their sides, to make the part where the boats are waiting for the reception of the passengers, requires more interest than can be conceived; the burgo master of Husum, and the superintendent of these banks, are remarkably scrupulous, and the latter generally avails himself of the opportunity to obtain a handsome *douceur* for this permission.

It may not be deemed digressive in stating the tenacious temper and care with which they watch these banks, to prevent any impression being made on the declivity of the bank next the sea. The inundation, by which the country suffered so much in 1717, was owing to the bank being neglected, though not for any length of time. The circumstance was this. A very small impression had been made by some accident, it is said, by cattle, in the bank below high-water mark, and a gale of wind coming on, the water soon penetrated the banks, which are composed of the soil of the country, chiefly a light sand. To prevent a recurrence of a similar calamity, where the water is supposed to be most pressing, from the foot of the bank to high-water mark, for many miles, it is as neatly matted and twisted with straw, secured in regular order to the ground, as the matting can be, so that if the tide flows with a strong wind, or if there is a great eddy or swell created, this straw matting prevents the water from washing away the bank, or penetrating in any part. No carpet in a room can be more carefully attended to and kept in order than those parts of the bank where any danger is to be apprehended, and it has a regular appearance like a neat straw carpet below, when one is travelling on the elevated banks above.

To return to the passengers who are at Husum and wish to proceed either to the interior of the continent or to Hamburg, the first consideration, the natives take care to remind him of, is his finances, in which they have a double interest; first, in their charges, and next, in furnishing the traveller with specie or bank notes of the country, or foreign coin, against his guineas, at a very handsome rate indeed: and

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those who do not know how to bargain, generally sell their guineas as reasonable, if they are going into the interior, as those who are coming from thence, pay extravagantly again for them, when embarking for England, in the specie of the country or foreign coin they give for British gold; strangers going from England, if they can get them, had always better take specie rixdollars, if not, Frederick d'ors; the former are about five shillings sterling each; one of their specie rixdollars contains sixty Danish schillings: they have bank notes which are eight species, or ten rixdollars current, which pass readily in the country.

Husum being the grand focus of the communication betwixt England and the continent, it may be supposed that from passengers coming to embark, and others to proceed to the interior, the traveller going that way may find sufficient opportunities of purchasing a carriage suitable for the roads he is going to travel, of those who are arrived from those quarters to embark for England, and of course have their carriages to sell. It does not always happen, however, that carriages are to be met with; those coming to Husum generally dispose of theirs at Lubec or at Hamburg, if not, they generally find their way to the latter city; it would therefore always be best for any stranger, going to travel on the continent, to get to Hamburg before he buys his carriage, (unless he meets with one at Husum, which will suit him, and this is sometimes the case,) as at Hamburg he finds the greatest variety, and can suit himself in a few hours, proceed on his journey, furnished with proper means and money, at a reasonable rate.

In speaking of Hamburg, strangers will naturally ask, how they are to get there from Husum. If they, by chance, cannot get returned carriages which have brought passengers down to embark, then stuhl waggons, carriages of the country, roughly constructed on four wheels, without springs or covering excepting sometimes a calesh fixed by straps in the centre. For this miserable machine he must pay, at each station over and above the usual rate for post horses, which is 20 Danish schillings per mile for each horse, besides the driver's drink-money, tolls, &c.

The Holstein mile may be reckoned about five English, and the dis-

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tance from Husum to Hamburg, the best way, is 20¾ Holstein miles; at least that distance is paid for in travelling: from Husum it is

6½ miles to Rendsburg, where there is a good inn, and this place is described as one of the neatest in Holstein.
3 —— To Remmel, a single house, but middling accommodations.
3 —— To Itzehoe, tolerable good accommodations, a large old town. The river Stör runs through this place, and is navigable from the Elbe.
3 —— To Elmenshorst, where are middling accommodations.
2½ —— To Pinneberg.
2¾ —— To Hamburg.

20¾

The last part of the way is a causeway. Within a short distance of Hamburg you pass the Danish custom-house, where, if no suspicion, for a small fee, you are allowed to pass. In leaving Hamburg to go down to Husum, the officer of the customs will give you the following billet, on convincing him of the facts, and which you sign and take with you, though perhaps not required, yet it may be useful and save trouble:

"*The Subscribed does hereby declare, that he does not carry any thing along with him, except his garments and linen.*"

Signed Officer. *Nov.* 15. 1804.

On entering or leaving Hamburg, at the gates, if a stranger is travelling, the name and character of the person is taken, and published in the papers.

Those who wish not to touch at Hamburg, but to proceed forward on the continent, and wish to avoid the French, in Hanover, must go from Husum to Rendsburg, thence to Kiel, through Lubec, Schwerin, Grabau, and then fall into the road at Perleberg, which leads on to Berlin.

KEIL is situated on the west side, nearly at the bottom of a small gulf, called Kielförde, in the Dutchy of Holstein, on the Baltic Sea, directly opposite the southern point of the island of Funen, on the sides of which are the Great and Little Belts.

In this bay there is a sufficient depth of water for any ships, and almost for all merchantmen directly up to the bridge at Kiel, and vessels can with almost all winds get in or out; it is a neat town, has betwixt 7

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and 8000 inhabitants: and here are held two great fairs, or marts, annually, at which considerable business is done.

Those ships which are too large to go through the Holstein Canal, can deposit their cargoes here; or it can be made a convenient or secure entrepôt for a considerable transit trade, should it ever occur, betwixt the Baltic and the North Sea. The Holstein Canal commences on the Baltic side, only three miles from hence, and at Kiel, they have in general good warehousing, one three stories high and 268 feet long, so that here and at Rendsburg, merchandise can always be securely housed. It appears extraordinary, but it is so, that Altona, on the side next Hamburg, and Kiel on that next Lubec, seem adapted to rival those places; the cheapness of the one, and the superior convenience of the other, strongly shews, that it is sometimes difficult to draw trade from its usual channels, if it is left free and uninterrupted.

When the Elbe was first blockaded, a great part of the Hamburg trade came through Kiel; but as the goods were to be conveyed by land carriage to the former city, the expense, delay, and pilfering, were all found so great, that Tonningen very soon carried the day.

Rendsburg, is a handsome neat little town, and a strong fortification, through which the celebrated canal passes, from thence it goes to Holtenau on the Baltic, a distance of about 25 miles, from which place the Eyder is navigated by means of the wind and tides to the North Sea by Tonningen. Here is a custom-house, excellent public warehouses, and commodious wharfs for landing goods, a large bason for shipping, and a principal sluice, the first on the side of the North Sea.

In consequence of the blockade of the rivers Elbe and Weser, the considerable traffic and shipping which continually pass through this place, make it at present one of the most lively and interesting inland towns on the continent, for a commercial mind. The number of vessels which have passed and repassed each year through the canal, and other particulars relative to this place, will be found in describing that navigation separately. The duties to be paid on passing from the Baltic to the North Sea, are received at Holtenau, Rendsburg, and Tonningen, each having a separate rate.

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To facilitate the trade to Hamburg from Tonningen, goods are brought up from thence here, and a better road is making to Hamburg and Altona, which passes through Inien, Bramstedt, and Ulzburg, direct to the former cities. On this head, we will refer to Tonningen and Hamburg, for the conveyance of goods.

The following is the number of ships in the year 1802, that entered at the custom-house of Rendsburg, going through the Holstein Canal.

With cargoes, 2407; in ballast 1242; in all 3649 vessels.

Passed through the canal in 1801, 2398, less than in 1802, by 1251 vessels.

Grain transported in 1802, through the said canal, 648,977 barrels.

Timber arrived in 1802, and landed at Rendsburg, 74 cargoes.

Iron ditto, 32 cargoes.

The population of Rendsburg in 1803, was, exclusive of Jews and convicts working on the fortifications, 7563.

TONNINGEN.—Its population in 1769, was only 1487. The resident inhabitants, in 1803, were only 1924, but on account of the great influx of strangers, the many establishments, and the business of the Elbe, the Weser, and that betwixt the Baltic and North Seas, passing through here, it is as crowded as a place possibly can be, and not inferior in charge and expense, to Hamburg, when in the zenith of its commercial career.

Tonningen was scarcely known to the world, till the blockade of the rivers Elbe and Weser, by which circumstance it has got into great notoriety; the number of shipping to this place will best be judged of by referring to what has arrived at Hamburg in former years.

This place, which has the trade of the continent now passing through it, is a small town in the Dutchy of Schleswig, on the right bank of the river Eyder, not far from where it falls into the North Sea, betwixt Eyderstadt and Dithmarschen; it has, for the considerable commerce it now has, bad accommodations, having but a small creek, which runs a few hundred yards in a curve from the river, by the town, and in which, not more than two or three small vessels can lay abreast, if it is necessary to land and take in their cargoes there; but the vessels in general, lay at anchor in the open river, above the town, where they load and discharge.

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Betwixt the small creek and the river on the small promontory, about 60 to 80 yards broad, is a considerable warehouse; but, upon the whole, there is little accommodation of storehouses, as may naturally be expected here.

There were strict prohibitions in the imports and exports of Holstein and Schleswig, until some regulations were published, dated the 8th July, 1803, on a liberal footing, which will be given hereafter. We shall just state, that goods passing here in transit, (which is of course the principal branch,) pay one per cent. on the declared value, although it is expected that the real value is given; if not, it is attended with some danger.

The navigation from the North Sea to Tonningen is very difficult and dangerous; there are, however, buoys and beacons placed all along the course for shipping. It is advisable, on account of the many shoals and sand banks, to take advantage of the flood. Vessels, however, drawing not more than seven feet water in moderate weather may avail themselves of the ebb tide.

In spring tides, vessels drawing 16 feet English may come up within half an English mile of the town; and vessels drawing even 18 feet have sometimes come up; but all vessels drawing 14 feet can get up without any danger, and lay in the stream above the town.

Small craft, on leaving Tonningen, take with them a clearance from the custom house, which they produce in case of their being driven into any Danish harbour.

The small craft going over the sand banks betwixt Tonningen and the Elbe, in case of danger, put into Husum or Barlder havens, or return to the Eyder, as circumstances will allow, from the state of the winds and weather.

At present, the post, on horseback, goes directly twice a week from Tonningen to Hamburg, and returns the same: on Monday and Thursday from Tonningen, and on Tuesday and Friday from Hamburg. There is a common carrier once a week.

The trade on the Continent south of the Elbe, chiefly from Holland and the Low Countries, is carried on by means of the Eyder: the following is an account in each year of the vessels which entered at Tonningen custom-house actually from the North Sea, whose

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destination was absolutely for the Baltic ports, through the Holstein canal, and were,

In 1796	1640 vessels.	In 1799	1790 vessels.
1797	1372 ——	1800	1326 ——
1798	1553 ——	1801	1675 ——

The amount of the duties in 1804, is supposed to have been above 300,000 dollars, clear of all expenses of collecting. The produce of the custom-house district of Tonningen amounted in the following years to,

1795	258563 rixdollars.	1800	313390 rixdollars.
1797	296600 ——	1801	256154 ——
1799	245468 ——	And in 1803	

The conveyance of goods from Tonningen to Hamburg, or through Holstein to that city and Altona, as well as the toll of regulations respecting the same, we shall now give.

Conveyance of Goods from Tonningen and other Places, through Holstein, to Hamburg and Altona.

As Tonningen has been found, in general, the most suitable and convenient port, since the blockade of the Elbe, to carry on the commerce which necessarily must pass through Hamburg, we will just make a few remarks on that head.

The transport of goods from Tonningen to Hamburg may be effected by different routes. All articles of manufacture generally come over land, a distance of about 95 to 100 English miles: the rate of carriage was at first 4 marks 4 sch. currency per 100 lbs. but 5 marks 4 sch. to 8, is now paid according to the state of the roads and the demand for carriers.

Coffee and sugar, which will not bear so heavy an expense, go from Tonningen to Brunsbüttel, about six German miles, in waggons, at 2 marks per 100 lbs. from thence they are taken up the Elbe for 3 marks per hhd. for sugar, and in the same proportion for different sized casks of coffee; but, being obliged to pay the Stadt duty, there is not so great a saving as might be expected. Some goods are transported by

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land from Tonningen to Itzehoe, 45 miles, and thence by water upon the Stör to the Elbe.

Another way of forwarding goods is by an inland canal, on which, with the exception of three German miles land carriage, they may go to Glückstadt, and from thence up the Elbe; this route is by much the most moderate in point of charges, but the most tedious on account of the length of time it requires; but it can be had recourse to when the roads become bad and are stopped, just before the frost sets in. It is of material consequence, even in the end of December, that the Eyder is not liable to be so suddenly frozen as the ports in the Baltic; and ships from Tonningen may generally get out to sea in the course of a few hours, whilst those in the eastern ports of Holstein will risk being locked in, perhaps for the winter.

The waggons employed in Holstein are ill constructed, and badly defended against the effects of the weather, compared with those in England; they generally take from one and a half to three tons each, drawn by a great number of horses, on account of the badness of the roads. The stupidity of the waggoners, in exposing the goods to wet, the heat of the weather, or otherwise, at first created serious losses, exclusive of a vast deal of pilfering, systematically carried on betwixt the drivers and even the keepers of the krugs or inns. This induced the Hamburg merchants to convey the bulky merchandize round by water, as already stated, by which these depredations are greatly avoided, if not entirely; and proper vessels now use that navigation from Tonningen up to Hamburg; the freight is from 20 to 30 shil. sterling per ton, and the insurance 1 per cent. in summer; but, towards autumn, and particularly near winter, the navigation is so dangerous, and so many accidents and losses occur, that 5 per cent. premium of insurance is then paid for the same voyage.

Such goods as arrive by the last ships, it is the best way to let them remain till the roads are made good by the frost, when the rate is more reasonable.

Another way may be better in forwarding goods, when there is no frost, which is up the canal to Rendsburg, where we have observed a new road is forming to Hamburg.

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Since the blockade of the Elbe and the Weser, such has been the considerable traffic by land through Holstein, that the following orders and regulations have been issued by the Danish government.

On the 19th of May, 1804, a chancery decree was published, at Copenhagen, relating to the regulation of the road money for transit goods passing through the dutchies, wherein it mentions, that his majesty had, on account of the numerous and considerable repairs of the high roads, which the great number of the transport-carriages of the transit goods made necessary, besides the turnpike money already paid at the different established turnpike roads, been pleased to decree for the present, or as long as circumstances shall make it necessary, a farther payment of road money in the dutchies, here undermentioned:

"For all waggons laden with transit goods, going from Tonningen, Husum, Frederickstadt, Rendsburg, and Kiel,—to Hamburg, Altona, Brunsbüttel, Itzehoe, Heiligenstädten; or from these last to the first-mentioned places, every cart or waggon, with four horses, is to pay for every mile such waggon passes half a schilling, Schleswig Holstein currency; for each horse, and cart or waggon that has more than four horses, to pay one schilling, Schleswig Holstein currency, per mile for each horse. This tax is to be paid by the carriers at the first turnpike, to the custom-house officer, for the whole distance. Carriers that take away any horse on arriving before a turnpike, or add one after passing the turnpike, shall pay one rixdollar penalty for each horse. The money that arises from this new regulation shall be applied to the keeping in repair the roads through which the transit goods pass."

New Regulations of Customs in the Dutchies of Schleswig and Holstein.

On the 8th of July, 1803, regulations of duties for the dutchies of Schleswig and Holstein, consisting of thirteen parts, and divided into two hundred and sixty-five articles, were announced and published.

On the 1st day of Dec. following, these regulations became in force: the object of them is to grant the subjects of these dutchies every advantage which the subjects of a kingdom enjoy and derive from regulations of that kind. They aim, besides, at a fair valuation of the articles for which a proportionate duty is to be paid, and which valuation is further regulated by the necessity of the article, or by the smallness of the privation, should it be dispensed with. The first part of these regulations contains the following clauses respecting the freedom of trade:

"Till the present time the importation of a great variety of articles into these dutchies has been prohibited, as it was formerly in the two kingdoms of Denmark and Norway. The end of these prohibitions has not however been successful, neither here nor in the said kingdoms of Denmark and Norway.

"In conformity with the motives by which this prohibition was repealed in those kingdoms, we repeal the same in these our dutchies.

"We moreover give full permission, that all foreign articles, of every description, may be imported into these dutchies."

This general permission has the following conditions only:

1st. In support of the porcelain manufactory at Copenhagen, the importing of any sort of foreign porcelain, as well as coloured foreign delft-ware, or imitation of porcelain, shall remain, as it hitherto has been, in a state of prohibition; with the exception, however, of the real China porcelain imported by the East India company, and of plain delft-ware of one colour only; both which articles are permitted to be imported as heretofore.

2d. The importation of burnt roots, beans, or whatever else may be converted into a substitute for coffee, shall not be allowed, because in the burnt state it would not be possible easily to discriminate between any pernicious mixture and the real article. All articles, whether foreign or of home produce, are free to be exported, with the exception only of *stone*, which is indispensably

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necessary for banking the ditches on the western coasts of the dutchies. Cattle and horses shall likewise have a free exportation, as well as be allowed to be imported. The trade with Denmark and Norway is hereby left entirely unlimited with respect to every article which the laws of those kingdoms allow to be imported there from these dutchies."

These are the new regulations, instead of those of the 23d of November, 1778, which are not mentioned in the present regulations, but are declared as null and void, and of no force whatever.

CHAP. III.

Of the Holstein Canal.—Cost.—Description.—Dimensions for Vessels which can pass through.—Rules, Regulations, and Duties for Shipping.—Table of Duties for Merchandize Passing through, also for Warehouse Rent, at Rendsburg, if landed.—Number of Vessels which have passed through the Canal each Year, distinguishing Foreign from Danish Vessels.

THE Holstein canal was begun in the year 1777, and was completely finished on the 4th of May, 1785, but opened in 1784. The whole undertaking cost 2,512,432 rixdollars. There are six sluices, which cost 70,000 rixdollars each.

This canal on the side of the Baltic commences about three English miles north of Kiel, at a place called Holtenau, where there is a sluice, another at Knoop, and a third at Rathmansdorff, till it comes to the Flemhude Lake, which is the highest point; and from this lake, on the side of Rendsburg, there are three other sluices, one at Königsforde, another at Kluvensiek, and the last at Rendsburg; these are on what is called the Upper Eyder, and the Lower Eyder is from Rendsburg to its mouth, running by Tonningen, below which place it falls into the sea, betwixt Eyderstadt and Dithmarschen. The distance is about 100 English miles, and vessels must either sail or tide it, or both; whilst from Rendsburg to Holtenau, nearly at the mouth of Kiel Bay, upon the Baltic, it is only about 25 English miles, which can be navigated in all weathers, except during a strong frost, as horses can be had, if required, at fixed rates. The vessels are let through a sluice

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in little more than eight or ten minutes each, for each of which they pay only 4 schillings Danish, or about so many pence English.

The surface breadth of this canal is 100 feet, and at the bottom 54 feet Danish measure, and the depth 10 feet throughout at the least. Vessels can pass through the sluices 100 feet in length, 26 feet in breadth, and 9 feet 4 inches draught of water, Danish measure, and which, for the regulation of the British merchant and ship owner, as well as the master, it must be observed, is in proportion of Engilsh measure for the vessels.

Length	95 feet, 4 inches.
Breadth	24 —— 9
Depth	9 ——

As this canal may in the present state of Europe be greatly frequented, more general and minute particulars are given for the information and use of those who may avail of it, and which here follow:

All ships, to whatever nation they may belong, are allowed to pass through on the same conditions, without any exception.

No unloading or discharging of any foreign goods and merchandize is permitted in any other place situated on this canal, than at Holtenau and Rendsburg; but only inland produce, manufactures, and timber are allowed to be taken in and unloaded at the sluices at Knoop, Grös Konigsforde, and Kluwensiek, and likewise by the bridges at Sueksdorf and Landwehr, and by the Tilekiln at Rade, under the inspection of the officers of customs.

The masters of all ships and vessels, coming out of the Baltic, are to give an immediate notice of their arrival at the custom house at Holtenau and to declare their place of destination.

As soon as a ship or vessel enters the canal, then the master of the same is to make a general statement in the following form:

"I, *N. N.* master of the ship [brig, or "bark] called ——, bound from "—— to ——, with a cargo of "—— [or with ballast] do hereby "mention the arrival of the same at "the royal custom house at Holtenau, "the

"*N. N.*"

The custom house officer at Holtenau then furnishes the master with a passport, according to the statement made; with which he may continue his voyage to Rendsburg.

In case the cargo of a vessel arriving at Holtenau is either discharged in the whole, or in part, then the statement, examination, and payment of duties of such part of the cargo is to be made according to the royal prescription, dated the 23d of November, 1778; if not, an exception is made with respect to those transit goods and merchandize which are landed and stored here.

The duties to be paid on inland produce, manufactures, and goods, loaded within the banks of the canal, and not passing the limits of the Rendsburg custom house, are to be paid at Holtenau, when passing that place.

The masters of ships and vessels, proceeding from Rendsburg to Holtenau, are to make an immediate declaration on their arrival to the custom house officer at that place, who will then, without any further examination, allow them to continue their voyage, on producing the passport they have received from the custom-house at Rendsburg; no further statement in writing of the cargo they have in, will be necessary to be made, as the duties on those ships and merchandize passing through the canal by

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Rendsburg have already been paid at the custom house there.

In case there should be any goods and merchandize on board of a vessel coming from Rendsburg, which are to be unloaded at Holtenau, then the note received from the custom-house at Rendsburg is to be delivered to that at Holtenau. The said goods and merchandize may then be discharged and delivered according to the prescription of the 23d of November 1778, and the custom-house officer will make out a particular passport for the remainder of the cargo. The same is done for those vessels coming from Rendsburg to Holtenau, in order to complete their cargo, with which they are to proceed to other inland places.

Vessels which only take in ballast at Holtenau are exempted from making any statement in writing.

All ships and vessels arriving at Rendsburg are to deliver as soon as they arrive there, the passports they have received from the custom-house either at Holtenau or Tonningen to the custom-house at Rendsburg, where the duties are to be paid on all goods and merchandize passing through the canal.

The masters of vessels which have taken in their cargoes at any foreign ports, must necessarily be provided with bills of lading and invoices drawn up in a due and regular form, containing the quantity, quality, and value of the goods; which documents, the masters of such vessels are instantly to deliver up to the custom-house, in order to be signed: it is therefore necessary that such documents should be drawn up in as complete and plain a manner as possible, in order to prevent delay, which will otherwise take place. Those ships or vessels which have taken in their cargoes at any Danish port, may be exempted from making up a specified statement of the same, on the master's delivering to the custom-house at Rendsburg a passport in which the goods and merchandize he has on board of his ship are duly and plainly stated.

The masters of such ships and vessels as have taken in their cargoes in any foreign port, and are proceeding therewith to any foreign port, are allowed a premium of 4 per cent. to be deducted from the amount of the duties they are to pay, which is immediately deducted in the account of the canal duties.

After the duties and other expenses taking place in passing through the canal have been duly paid, a passport is granted to the masters of the vessels for the further continuation of the voyage.

Although the master of a vessel may have a cargo on board, which he is to discharge at Rendsburg in order to remain within the territories of his Danish Majesty; or if even he takes in native produce and manufactures in return, yet he is to pay the duties laid upon such foreign or native goods and merchandize, in the act of the 23d of May 1778.

The custom-house officers at Tonningen are to proceed in the dispatch of ships and vessels sailing out of the canal, or entering into the same according to the prescription of those at Holtenau. Those ships and vessels arriving from Rendsburg at Holtenau, without having passed through the canal, or likewise those proceeding from the Elbe river and the North Sea to Rendsburg, are to prepare themselves with respect to the payment of duties according to the act of the 23d of May 1778.

Those regulations are general and there are no exceptions.

Payment of lastage in passing through the canal, is not demanded from vessels under the following circumstances.

1. Those passing through without loading or discharging any goods or merchandize in any part of the canal.
2. Those small vessels which only trade in the canal, or on the Lower Eyder, from one place to another.
3. Those ships which do not load or discharge in any place on the banks of the canal, above the fourth part of their burthen.
4. Those ships which, on account of damage or a leak, received during the voyage, are obliged to discharge the cargo.
5. The packet boats regularly sailing between Kiel and Copenhagen, if they load or discharge in the canal.

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Buoy and Beacon Dues to be paid at Tonningen only, to and from the North Sea, by Ships passing the westermost Part of the Eyder.

	rx.	sh.
For a laden vessel is to be paid -	3	—
For a vessel with ballast, or which is not laden with goods to above the fourth part of its burthen -	1	24
For an open vessel laden - - - -	—	24
For a ditto unladen - - - - - -	—	12

At each of the six locks in the canal between Kielerforde and Rendsburg, vessels of 100 feet Holstein measure in length, 26 in breadth, and which draw no more than 9 feet water, are to pay on each vessel passing through a sluice - - - - 4

Accounts to be given in writing of the arrival of ships at Holtenau, Rendsburg, and Tonningen, on unstamped paper, as likewise the passports; however, all statements of the cargoes, passing through the canal, paying duties must be drawn up on stampt paper, according to the value of the merchandize.

10	rixdollars	cost 2 shillings
15		3
20		4
30		5
From 50	to 100	6
100	200	8
200	300	12
300	500	28
500	1000	1 rixdollar

Fees at the Custom-house at Holtenau.

	rx.	sh.
Ships passing on their voyage from the Baltic through the canal for each last, (or two tons,) whether loaded or half loaded accordingly	—	1
Ships or vessels having goods on board, which are to be stored in the public warehouse at Holtenau, or take in any goods that have been stored there already, or any other wares imported, in order to carry them through the canal, are nevertheless to pay per last - -	—	1
Ships coming from the Baltic with ballast, and entering into the canal are to pay, per ship's last, (or for two tons) - - - - - - - -		½
Ships which have discharged either the whole, or only a part of their cargoes at Rendsburg, or take in any goods at that, or any other place, and return with the same into the canal again, pay, on each last - - - - - - - - - -	—	1
Ships which load any native produce within the banks of the canal, and proceed therewith to Holtenau, or any place further, without entering into the Rendsburg district, are to pay, per last - - - - - -	—	1

But all ships arriving from Rendsburg at Holtenau without loading or discharging any goods or merchandize, are exempted from the payment of such fees.

Fees at the Custom-house at Rendsburg.

	rx.	sh.
All ships and vessels arriving from the Elbe and the North Sea at Rendsburg by means of the canal, either with a full cargo, or only with a part of it, are to pay for each last of their burthen - - -	—	2
The same rate is settled upon those ships which arrive at Rendsburg without taking in there any other goods and wares than such as are to be transmitted to another place out of the public warehouse.		
For vessels laden with ballast that may sail out of the canal, or enter into it, is to be paid, per last -	—	1

Fees at the Custom-house at Tonningen.

For ships and vessels arriving at Tonningen from the Elbe or the North sea, and which sail through the canal to Rendsburg and other places, is to be paid, per last . .	—	1
Ships pay no more on arriving at Tonningen with a cargo of goods to be stored at the public warehouse, or take any goods aboard which have been stored there, in order to carry them through the canal.		
For ships and vessels arriving at Tonningen from the Elbe or the North Sea in ballast, in order to sail through the canal in the course of their voyage, is to be paid, per last - - - - - - - - - -	—	½

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rx. sh.

For vessels arriving from Rendsburg at Tonningen, in order to discharge their cargoes, either in whole, or in part; or to take in any goods and merchandize there, with which they are to pass through the canal again on their return, is to be paid, per last, - - — 1

All ships and vessels coming through the canal and casting anchors at Tonningen merely in order to mention their arrival at the custom-house there, without loading or unloading any goods, are exempt from the payment of such fees.

All goods and wares arriving at Rendsburg, from the Baltic, by the canal, and which from the canal are afterwards conveyed to Altona and Hamburg by land, are exempted from transit duty, and the same if they go from thence to Rendsburg, and through the canal to the Baltic.

Duties to be paid at Rendsburg on the following Merchandize passing through the Canal, and the Rates of Warehouse Rent, in Case of being landed and stored, in Rixdollars, Schillings, and Pence.

Articles.	Duties in passing through the Canal.			Warehouse rent per Month if landed at Rendsburg.		
	Quantity.	s.	d.	Package.	s.	d.
Ashes, Pot	per 100lb.	3	0	per barrel	4	0
Weed	per rixdol.	0	6			
Ballast to be paid	per last	1	0	—	—	
Brandy, Spanish, French, and Rhenish		6	0	per hhd.	4	0
Butter . . . per Bar. of	224 cwt.	16	0	per barrel		
Bristles	per rixdol.	0	6		1	0
Coffee	per 100lb.	8	0	per 100lb.	0	6
Cochineal	per rixdol.	0	6	ditto	1	0
Coals, pit coals	per last	10	0	per last of 12 bar.	2	0
Cotton	per rixdol.	0	6	—	—	
Cordage	per shlb.	32	0	per shlb.	0	6
Fruit, Prunes	per rixdol.	1	0	per cask	3	0
Plumbs				ditto	3	0
Lemons and oranges	per box	6	0	per box	0	6
Currants	per cwt.	8	0		0	6
Furs of all kind	per rixdol.	0	6	per 100 rixdrs.	12	0
Flour	per 100lb.	6	0	per 12 casks	4	6
Flax	per shlb.	32	0	per shlb.	1	0
Fish, Haddocks	per barrel	8	0	per 100lb.	—	
Herrings of all kind	ditto	12	0	—	—	
Salmon, salt	ditto	8	0	—	—	
Stock ditto	per shlb.	14	0	—	—	
Ginger	per 100lb.	8	0	per 100lb.	0	3
Grain, Rye	per barrel	3	0	per last of 12 casks or barrels.	4	6
Wheat	ditto	4	0			
Barley	ditto	2	0			
Oats	ditto	1	6			
Beans	per 100lb.	4	0			
Pease	per cask	4	0			
Buckwheat	ditto	1	6			
Hides, Raw	per 10 pcs.	10	0	per 10 pcs.	0	6
Tanned	ditto	12	0			
Hemp	per shlb.	20	0	per shlb.	9	0
Hops	per 100lb.	8	0	per bale	1	6
Indigo	per rixdol.	0	6	per 100lb.	1	0
Iron	per shlb.	10	0	per shlb.	0	3
Linen, blue-striped, in boxes	per rixdol.	0	6	—	—	
Damask and ticking	ditto	0	6	—	—	
Cambric, fine and common	per 24 ells.	8	0	—	—	
Canvass	ditto	0	3	—	—	
Sailcloth	per rixdol.	1	0	—	—	
Logwood	ditto	1	0	per 100lb.	0	3
Leather, Morocco	per 10 pcs.	6	0	—	—	
Yufts						

Articles.	Duties in passing through the Canal.			Warehouse Rent per Month if landed at Rendsburg.		
	Quantity.	s.	d.	Package.	s.	d.
Lead, in Sheets	per shlb.	30	0	per shlb.	0	3
in Pigs	ditto	16	0			
White	per 100lb.	8	0	per 100lb.	0	3
Malt	per ton.	2	0	per 12 casks	4	6
Meat, salted	per 100lb.	6	0	per barrel	0	6
Oil, Train	per barrel	12	0	per cask	1	0
Linseed	per 100lb.	8	0			
Hempseed	ditto	2	0			
Rape-seed	ditto	2	0			
Oakum, of every kind	per shlb.	10	0	per shlb.	1	0
Paper of all kind	per bale	14	0	per bale	0	3
Pepper	—	—		per 100lb.	0	9
Pitch	per barrel	4	0	per barrel	0	6
Rice	per 100lb.	8	0	per 500lb.	2	0
Rum	per anker	5	0	per hhd.	4	0
Saltpetre	per 100lb.	8	0	per 100lb.	0	3
Salt of every kind	per barrel	3	0	per last.	2	0
Sugar, White Loaf	per 100lb.	10	0	per 100lb.	1	0
Brown candied						
Raw	ditto	8	0			
Skins	per 10 pcs.	3	0	per 10 pieces	0	3
Silk of all kinds	per rixdol.	0	6	—	—	
Satin and taffety	per ell	4	0	—	—	
Seeds, Hemp	per barrel	4	0	per barrel	0	6
Flax	ditto	6	0	ditto	0	6
Mustard	ditto	8	0	ditto	0	6
Tar	per barrel	4	0	ditto	0	6
Turpentine	per rixdol.	1	0	—	—	
Tobacco in leaves	per 100lb.	6	0	per 1000lb.	5	0
manufactured	ditto	8	0			
Tallow	ditto	6	0	per shlb.	9	0
Tin, wrought and unwrought	per shlb.	24	0	per shlb.	0	3
Tea, all kinds	per rixdol.	0	6	—	—	
Wool	per shlb.	24	0	per shlb.	2	0
Woollen goods.						
Baize, English	per 24 ells.	4	0	—	—	
Scottish, dyed	ditto	6	0	—	—	
Flannel	ditto	2	6	—	—	
Shalloon	ditto	5	0	—	—	
Camlet	ditto	2	6	—	—	
Calamanco	ditto	3	0	—	—	
Kersey, English	ditto	5	0			
Wine, Malaga	per ohm.	48	0	per hhd.	2	0
Spanish and Hungary						
Yarn, Flaxen of all kind	per rixdol.	0	6	per shlb.	1	0
Cotton	ditto	0	6	—	—	

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The following particulars of vessels, which have gone through the Holstein Canal in each year, will shew nearly the share of trade which passes through it, to and from the Baltic; likewise the proportion of foreign vessels to those belonging to the Danish dominions. It will be seen, that upwards of one-half of the vessels which pass through this canal are belonging to foreigners, and these generally go to and from Embden and Holland, chiefly under Prussian colours, and many of them, no doubt, Prussian vessels, which convey produce from the ports of that kingdom in the Baltic, to Embden and other places, the number of English vessels which avail themselves of this navigation, are few, comparatively speaking; but since the blockade of the Elbe, they have increased, as they have taken cargoes out to Tonningen, and, for want of back freights, have proceeded through to the Baltic, loaded products from thence, and returned by way of Elsineur. Vessels pass through, in ballast, no doubt in the same proportion as at Elsineur, at which place, if the Dutch and French ships have not appeared upon the list as vessels passing that way, we may infer from the increase of numbers which have the last two years gone through the Holstein Canal, that the Dutch in particular, have carried on their trade through this channel, and the French have also participated in that commerce.

The Vessels which passed through the Holstein Canal, according to the Accounts kept at Rendsburg, were

Years	Danish ships	Foreign ships.	Total	Years	Danish ships	Foreign ships	Total
1784	77		77	1793	849	1441	2290
1785	409	44	453	1794	927	1192	2119
1786	333	67	400	1795	938	970	1953
1787	520	125	645	1796	921	1258	2179
1788	490	136	626	1797	925	1180	2100
1789	792	280	1072	1798	1086	1164	2250
1790	678	293	971	1799	925	1605	2530
1791	794	456	1250	1801			2398
1792	787	722	1509	1802			3649

The commerce that is carried on by this canal has been on the increase. In 1803, stating each month (except January and February) it being navigable from March to December that year,

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(which is not always the case.) The vessels which passed through were in

January	—	August	503
February	—	September	390
March	309	October	373
April	434	November	169
May	469	December	57
June	483		
July	646	Total	3833

CHAP. IV.

Of the Island of Zealand.—Its Position.—Remarks on its attack and the Confederacy in 1801.—*Copenhagen, the Capital of Denmark.—Its Localities.—Its Trade and Navigation.—The Transit Trade, Moneys, Weights, and Measures.*

THE position of the island of Zealand in which Copenhagen, the capital of Denmark stands, is better understood, by inspecting the chart, than by any description. It is placed on the entrance into the Baltic. It is seperated on the north from Sweden by the Sound, and from Jutland and Holstein on the west and south by the Great Belt and a number of islands of various sizes.

At the entrance point on the north-west of Zealand is the castle of Cronenburg, which is exactly opposite to Helsenburg, on the Swedish coast, and within about a mile of Elsineur. These two opposite fortifications command the Sound, and all the ships that pass are liable to be interrupted by them.

The Great Belt, on the other side of Zealand, is not so narrow as the Sound, but the islands on all sides, and the circuitous navigation both before it is entered and after having passed it, render the passage by the Sound preferable for ships sailing out of or into the Baltic Sea.

Copenhagen is undoubtedly the best sea port in the island; the harbour is excellent, and will admit ships of large burthen. The

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affair of 1801, which took place here, and terminated the confederacy of the northern nations, is a proof of its strong but dangerous position, in case of hostilities with a nation that has superior power. Denmark, though of the three powers the most pacifically inclined, alone sustained the attack, and suffered in the cause, owing merely to local situation, and not any wish on the part of the British to revenge the quarrel on Denmark. It happened, on this occasion, as on many others, that the parties least disposed to quarrel were the most deeply involved, which affords a good reason for that power in future, acting from its own conviction, and in consequence of its own feelings, without permitting itself to be induced or instigated by any other.

The coalition to which that memorable event put a final termination, was in itself so ill founded, and fraught with such fatal consequences to those concerned, if it had proceeded, that we can never mention it without making some remarks; and it will be seen by the exports of all the three powers who were parties to the coalition against England, that they are gainers by hostilities between this country and France; and therefore, if even guided by interest, and if justice were out of the question, they should not be displeased, if they suffer a little inconvenience by an event, from which they gain a great deal.

COPENHAGEN.

This city is said to have had its foundation in 1169; and it had already, in 1242, arrived to such a degree of consequence as to excite the jealousy of the Lubecers, who, in that year, destroyed it; in 1319, it had so far recovered itself, as to be made a city, when it was again successively attacked and destroyed in the years 1361 and 1369, by the Hanseatic League. Roschild had been the ancient capital of Denmark, but that title was transferred to the city of Copenhagen in the year 1448, since which time it has continued the capital, and its privileges were further confirmed and completely enlarged, so that in the year 1515, it was made the staple port of all the Danish dominions, since which period it has progressively gained in trade, and during the last two wars, in which England has been engaged, very much increased in commerce and wealth; so much so, that the population of

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Copenhagen, in the year 1769, was only reckoned 70,495; in 1799, it had increased to 83,063; and by the latest accounts, to 100,975 souls, including the garrison, containing 14,198 men.

This city has every convenience for carrying on a considerable commerce; its harbour is a very commodious one, with a sufficient depth of water for large ships, and good warehouses, alongside of which they generally discharge their cargoes in the city.

The trade of Copenhagen consists chiefly in the transit of goods. The island of Zealand, in which it stands, produces nothing in sufficient quantity for exportation, beyond its own consumption, and scarcely sufficient for that. The export trade from Denmark is trifling, except to their own East and West India possessions, and that chiefly in goods from other parts.

The imports, from Great Britain to Copenhagen, consist principally in manufactures of different sorts; woollen cloths of all kinds, printed cottons, and some few other articles are prohibited, but many of these are landed upon what is called transit UPLAG, paying a very small transit duty.

The principal trade is to and from the East and West Indies, and of late years considerable importations from America, consisting chiefly in East and West India produce, most of which is landed on the transit uplag, every thing being allowed to be landed and sold for exportation; Sweden and other ports in the Baltic, receiving annually great supplies. The East India Company have the sole privilege of trading to China, from whence annually two ships arrive. Private merchants are allowed to trade to India, on paying the Company 10 per cent. duty; so that the principal trade is carried on by private merchants, the Company having only two or three ships annually to other ports.

On account of the trade of Copenhagen, being of the nature of a free port, no tables can be given of the imports and exports from hence; therefore, the only method to judge of it in some measure, and to determine whether it has increased so rapidly as has been stated, is to give the number of shipping which has arrived there at different periods.

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The Number of the Vessels of different Sorts employed in Trade, belonging to Copenhagen only, were

In 1745	103	In 1780	230
1754	90	1782	317
1758	146	1788	250
1759	189	1792	219
1760	202	1794	270
1775	157	1797	286

To shew the number of vessels, in the aggregate, in the trade of Copenhagen, in 1793:

	Vessels.	Lastage.
Arrived	3560	82825
Sailed	3648	87181

The Number of Ships arrived in 1798 *at Copenhagen.*

From foreign places in Europe	2066
Danish	2490
Norwegian	414
From Schleswig and Holstein	912
East and West Indies	92
Total	5974

In 1798 the number of merchant ships belonging to this city was 338, and 21683 lasts; the number of East Indiamen included in this statement was 10, being 3401 commercial lasts.

To shew more distinctly the nature of the whole trade of Copenhagen, a list follows for the year 1803 of the shipping which arrived and sailed: it will be observed that Copenhagen has considerable traffic within her own possessions, being the medium betwixt Norway and the dutchies and the islands on the side of the Baltic, amounting to no less than 3460 vessels in the domestic trade, but it will naturally be concluded that many must be moderate sized.

From the numerous advantages which Copenhagen holds out for a transit or free port, considering the situation of Holland, Hamburg, and the North of Europe, it is a matter of no small surprise that she has not a still greater share of that traffic.

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The Ships arrived at Copenhagen in 1803, were from

West India Colonies	16	Greenland	5
Britain and Ireland	49	Faro' Islands	4
Finland	2	Isles of France	5
East Indies	14	Guadaloup	2
Surinam	5	Coast of Guinea	2
Martinique	1	Domestic harbours and trade	3460
China	1	Total	3600
North America and West Indies	40		

Ships sailed the same Year.

West India Colonies	36	Denmark	4
Greenland	8	Domestic harbours and trade	3409
Java Islands	5	Total	3501
Great Britain and Ireland	39		

Amount of the Consumption of Pit Coals, in Copenhagen, in the Years 1789, 1790, *and* 1791.

		Imported, and paid Duty for.	Imported for the use of the Sugar Refineries, free of Duty.	Total imported.
In the Year 1789	Lasts.	6770	2026	8796
1790	——	8877	2121	10999
1791	——	7175	1814	8989

Moneys, Weights, and Measures.

MONEYS.

Books and accounts are kept generally in rixdollars, marks, and schillings; 16 schillings make one mark, and 6 marks one rixdollar; or in rixdollars, schillings, and pence; reckoning 12 of the latter to a shilling, and 148 schillings to a rixdollar.

The payments are made in old Danish bank notes, of 1, 5, 10, 50, and 100 rixdollars each; the small coin in circulation are 4, 2, and 1 schilling pieces, for general use, and the specie dollar, which is in weight and value exactly the same as the Hamburg banco dollar.

There are two banks established, one is the national or king's bank, from which only the paper current rixdollars are issued; the other is the specie bank, divided into 6000 shares of 400 dollars each, from which was issued specie notes, at an agio of 25 per cent. better than currency, and for which specie might be had at choice; but of late years the agio has risen from 45 to 49 per cent. fluctuating every post day; in consequence of which no specie notes are now in circulation, so that the current rixdollar is the only money now in use.

The bank lends money on goods and merchandise as well as discounting bills. For further particulars we refer to the institutions, &c.

Copenhagen draws bills in the following manner, and on the following places:

On Hamburg, in banco, at 2 months date at present, a 144½ rxd. old Danish bank notes, for 100 rxd. banco; as also 14 days

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sight, 8 days sight; and also at Vista at 2 to 2½ per cent. higher for the same.

On Amsterdam, in Holland currency, 2 months date, at 133½ rxd. old Danish bank notes, for 100 rxd. Holland currency, and 14 days sight, 8 days sight, or Vista, at 1 to 1½ per cent. higher.

On London, 2 mo. date, at 6 rxd. 26 sch. old Danish per pound sterling, and 14 days sight, or shorter, for 4 to 5 sch. per £ higher, and often at 3 months date drawn on London, at 2s. lower likewise, with half per cent. frequently three-quarters; also 1 per cent. lower, according as the discount is at Hamburg or Holland, on these places, they draw sometimes at 3 days sight.

On Paris, at present, there seldom is an exchange, but it would be about 24½ Danish bank notes per franc, at 2 months, and on a shorter or longer usance, according as the discount is in France.

The exchanges on England, Holland, and France are regulated according to the exchange of each post-day, in Hamburg, to those places; and the paper here on Hamburg is paid in banco, according as it turns out, the banker pays here, or sells, accordingly, as advantageously as he can.

WEIGHTS.

The weights of Denmark are in shippounds, lispounds, and pounds.

16 pound is one lispound, and 20 lispound one shippound, or 320 lb. which is betwixt 11 and 12 per cent. heavier than the English.

MEASURES.

Every article is measured by the barrel, which is nearly equal to four Winchester bushels.

18 barrels is one last of coals; the coal barrel is larger than the grain barrel, the former being 176 quarts, whilst the latter is only 144. Salt has 25 barrels to a last.

Long measure is here by the ell of 2 feet, which ell is about three-quarters of an inch more than two English feet, and by this ell every thing is measured.

CHAP. V.

Of Elsineur.—Remarks on the Toll paid there.—The Wars it formerly occasioned.—Prudence of Merchants fixing with Agents there to transact their Business.—Table of Duties on Merchandize passing through the Sound.—The Number of Ships which passed the Sound from 1752 to 1792; and from that period, distinguishing the Number of Ships of each Nation, in each Year, till 1805.

THOUGH the dues paid by ships on passing the Sound, now form a considerable branch of the revenues of Denmark, yet they have been the cause of many quarrels, and cost more money than, if sunk at a very low interest, would have produced a much better revenue. When nations act through animosity and a spirit of rule, they seldom calculate according to the maxims of profit and loss.

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From the year 1348 till 1659, that is, for 311 years, the Sound duties caused continual disturbances, and besides other evils, such as the destruction of the Danish fleet repeatedly, those quarrels occasioned Copenhagen to be burnt twice. The English, Dutch, and French, at last, in 1659, entered into an union to compel the Danes to fix those duties permanently, on a reasonable footing; yet, even that did not lay the matter to rest entirely, for there have been contests with Sweden on the same point; and, so late as 1720, there was still a misunderstanding; and with the Dutch in 1731.

In 1653, that is, a century and a half ago, it was farmed by the Dutch, at a sum equal to 35,000*l.* which was equal to about 100,000*l.* at the present time.

It is not necessary to enter into any discussion with respect to the right by which this toll is demanded, or why Denmark has any greater or better title to it than Sweden; for, though it has often been disputed, it has so long been submitted to, that time appears to have settled the question of right.

The Danes at one time claimed an exclusive privilege of navigating the Baltic, as the Genoese did the Black sea; that is to say, of preventing all others from doing the same without leave obtained; and so far did the Danes carry this idea of power, as to demand a toll from the Russia company for passing between Norway and Iceland, on the voyage to Archangel; one hundred rose nobles was the sum demanded in lieu of Sound dues, in passing to Narva; but Queen Elizabeth, in the last year of her glorious reign, objected to this, and there is not, in the diplomacy of the present times, any arguments urged with greater acuteness, more method and wisdom, or moderation, than those used upon that occasion. However absurd the doctrine may be held, yet it is certain, that long possession not only implies a right to enjoy, but in many cases constitutes a right.

Elsineur may be ranked the second place of trade in the Danish dominions, if not the first. The greatest part of the trade of the Baltic passes and repasses, and becomes tributary here, and entirely so to the Danish dominions; for the merchandize which does not pass by Elsineur, goes through the canal of Holstein; and what does not pass

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through those two channels, goes by way of Lubec, which is but trifling, yet still pays a toll, if by land carriage, in passing the skirs of Holstein, if to Hamburg or other places; so that the whole of the Baltic trade is tributary to Denmark. A canal through Sweden, which we have already mentioned in its proper place, might, in case of any interruption or unforeseen change, enable that government to participate in the advantage.

Elsineur is estimated to have about 7000 inhabitants; it has no harbour, but ships can bring up near to the town; when the masters go on shore in boats belonging to the place, which are of a particular construction and so skilfully managed that few accidents have ever been known to happen.

On the masters of the vessels landing, a general spirit of emulation prevails amongst the agents, who shall have the clearance of his ship and the cargo, even if he is a stranger, finding no difficulty to obtain credit on this score: many of the houses in the Baltic charge the Sound duties in the invoices, and have their own agents at Elsineur to clear all the merchandize shipped by them; if this is not the case, the merchants at Elsineur then draw upon the owners or agents where the goods are directed or addressed: but for houses in Great Britain, having general concerns to the Baltic, it would be better if they fixed with an agent at Elsineur to transact all their business by special appointment, which not only prevents others interfering, and saves some expense, but such agent will, in case of any accident to the ship in the Baltic, by loss or otherwise, always give the captain precautionary directions, by which every thing necessary will be done, without an useless correspondence to England, to avoid Bottomry, &c. &c.

The net duties collected at the Sound may average annually 600,000 rixdollars; the fees of collecting light money, and for the different lights on the coast, are paid separately by the ships, as port charges; and these are on the coasts as high as the Skaw, on the northernmost part of Jutland, and to the east again of Copenhagen, even some on the Swedish coast.

The Sound duties are charged in specie, which is nominally bearing a fixed agio of 19½ per cent. on specie rixdollars, reduced to crowns, by 6 stivers to every specie rixdollar, and by 3 stivers for every crown

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dollar. The accounts of the Sound duties are kept in rixdollars and stivers, and were fixed by treaty, of which a tariff follows; such articles as do not appear therein, pay, in privileged ships, (that is, those nations having a treaty of commerce,) 1 per cent. on the value by the cocket, or other custom-house document, or original invoice; and in unprivileged ships, 1¼ per cent. but where no authenticated value appears, the custom-house officers have the power of fixing it as they think proper, from which it is almost impossible to get any allowance or deduction afterwards, however overcharged it may be.

The importation duty is half as much more in unprivileged as in those belonging to privileged nations, which are at present the British, Dutch, French, Russian, Spanish, Portuguese, Hamburgers, Genoese, Tripolian, Tunisian, and Sicilian; we find Sweden exempt, although her coast contributes to make this streight, and comes within four English miles of it.

Elsineur lays east of Cronenburg castle, which is a fortress upon a small promontory, from whence, directly opposite to the Swedish coast, or to Helsinburg, the distance is about four English miles; this is sometimes frozen over in severe winters, when there is a perfect communication by sledge way.

One established custom is invariably adhered to here, in the intercourse betwixt Denmark and Sweden; if going from the former to the latter kingdom, passengers must absolutely go in a Danish boat; if from Sweden, they pass over to Denmark, a Swedish boat must convey the passenger; this passage, by the boats of both nations, is frequently made in less than half an hour.

From Elsineur to Cronenburg castle, and Hamlet's Gardens, there are delightful picturesque views, and none more so than sailing from Elsineur to Copenhagen.

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DUTIES PAYABLE AT THE SOUND.

In 1687, *the King issued a Placard, ordering the following Fees to be paid at the Sound.*

	Rixdoll.
To the Director of the Customs	½
——— four Chamberlains	1
——— Seal-Presser, for stamped paper and his trouble	½
——— Toll-Inspector, for himself and three boatmen	1

By another Placard, in 1701.

To the Director of the Customs	
——— four Chamberlains	1
——— Seal-Presser, for stamped paper and his trouble	½

The Translator extorts eight Stivers for each cocket.

Such of the above fees as are now taken, some of the commissioners charge in crown money, which is apprehended to be an abuse, as they ought only to be charged in current money.

To the before-mentioned should be added:

	Laden.	In Ball.
Light-Money for Ship and Cargo, in crowns . . Rixdoll.	5 3	2 25
Pass, Seal, Writing-Money, and Fees	2 12	2 12
Guard-Ship both Ways, 4 stivers each time.		
British Poor, upwards of 24 stivers.		
Commission	0 24	0 24

Add 3 stivers on each rixdollar crown, to make it current money, and observe that, in this and all the following duties, 41 stivers make the rixdollar.

N. B. All masters are allowed four per cent. out of the duties paid on their cargoes, both upwards and downwards.

Duties payable at the Sound on the principal Articles commonly passing through.

	Rixd.	Sti.
Ale or Beer, the 8 hhds. at 4½	0	36
Alegar	0	36
Alum, the shippound	0	12
Almonds, the 100lb.	0	9
Apples, the last of 22 barrels	0	12
Apothecaries Drugs, the lispound, valued at 36 rixdollars	0	18
Anniseed, the 100lb.	0	9
Antimony, the shippound	0	12
Anchor and Locks, the schocks of 60	1	0
Argol, the shippound	0	6
Arsenic, the shippound	0	12
Ashes, Weed, the last of 12 barrels, or 12 shippound	0	12
——— Pot, the last of 12 barrels or 12 shippound	1	0
Auri Pigmentum, the 100lb.	0	9
Bacon, the shippound	0	9
Balks, great, of Oak, the piece	0	3
——— Fir, 4 ditto	0	6
——— small, ditto, 20 ditto	0	18
Baize, the single piece	0	3
——— the double piece	0	6
Beef, salted, the last of 12 barrels	0	36
Books, printed, the 100lb. valued at 36 rixdollars	0	18
Brass or brass wire, the shippound	0	24
—— wrought, the 100lb. valued at 36 rixdollars	0	18
Brimstone, the last of 12 shippound	1	0
Brandy, French or Spanish, the hhd.	0	24
——— Corn, the barrel	0	6

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	Rixd.	Sti.
Brandy, Rhenish, the ohm	0	24
Bay-Berries, the 200lb.	0	9
Biscuit, or Bread of Wheat, 4 barrels	0	6
——— Rye	0	4
Butter, the barrel	0	5
Brazil wood, the 500lb.	0	15
Bristles, the shippound, valued at 36 rixdollars	0	18
Cables, Cordage, or Cable-Yarn, the shippound	0	6
Calicoes, the 8 pieces	0	15
Capers, the pipe, or two hogsheads	0	18
Cards, for playing or for wool, the 10 dozen	0	6
Copper, the shippound	0	24
——— wrought, the 100lb. valued at 32 rixdollars	0	6
Cheese, the shippound	0	4
Cork, the 30 bundles	0	36
Copperas, Calamin, or Cream of Tartar, the shippound	0	6
Cotton Wool, the 100lb.	0	18
Cardomums, Cinnamon, Cloves, or Cochineal, the 100lb.	0	34
Corn, Barley, the last of 20 barrels	0	22
——— Beans, Peas, Oats, or Buck-Wheat, the last of 12 barrels	0	18
——— Malt, the last of 20 barrels	0	12
——— Rye, the last of 20 barrels	0	10
——— Wheat, the last of 20 barrels	1	2
Coriander and Currants, the 200lb.	0	6
Casques, the 50 pieces	0	9
Cloth of silk, the piece	0	9
—— Fine, or Short Cloths, or double dozens, the 2 pieces	0	9
—— Coarse, or Long Cloths, or dozens, the 4 pieces	0	9
Canvass or Cambrics, the 4 pieces	0	15
Camlet, the 4 pieces	0	10
Camels Hair, the 25lb.	0	15
Calamancoes, the 8 pieces	0	10
Campeachy-Wood, the 500lb.	0	18
Carraway-Seeds, the 100lb.	0	9
Canary-Seed, the cask	0	6
Chesnuts, the 36 sacks	0	36
Cider, the hogshead	0	12
Caviar, the shippound, valued at 36 rixdollars	0	9
Coffee, the 200lb.	0	24
Clock-work, the 100lb. valued at 36 rixdollars	0	18
Crooked Wood, or Timber, 25 pieces		
Deals of Oak or Fir, above 20 feet, the schock	1	0
—— Carlshamn Deals, under 20 feet	0	24
—— Prussia	0	36
—— Common, 10 to 14 feet, the 1000	0	36
Diaper or Drilling, the 20 pieces	0	30
Dates, the 100lb.	0	9

	Rixd.	Sti.
Damask, of silk, the piece	0	12
——— Linen, the 4 pieces	0	10
——— Woollen, the 8 pieces	0	10
Druggets, the 2 pieces	0	9
Down, the shippound	0	36
Eels, the last of 12 barrels	0	30
Elephants Teeth, the piece	0	36
Fish, Cod, the last 12 barrels	0	12
—— Stock, the last, 12 shippound, or 1000 fish	0	30
—— Salmon, the barrel	0	5
—— Salted Herrings, the barrel	0	2
—— Red Herrings, the last, of 20 straes, or 20,000	0	12
Feathers, coarse, the shippound	0	6
Flannels, the 8 pieces of 25 ells each	0	10
Flax, dressed, the shippound	0	36
—— undressed, as Petersburg, Narva, 12 hhds. Marienburg, all fine sorts, Podolia, Rakitzer, and Paternoster, the 4 shippounds	1	0
—— coarse, half clean, Farken, Rassen, Courland, Prussia, Rassets, Memels, and Marienburg, the 6 shippounds	1	0
—— Tow, the 5 shippounds	0	18
Figs, the 18 baskets, 800lb.	0	18
Fernambuck-Wood, the 1000lb	0	30
Flounders, dry, the 20,000	0	12
Frieze, the piece	0	6
Flour of Wheat, the 200lb.	0	9
——— Barley or Rye, the last of 12 barrels	0	12
Galls, or Gum, the 200lb.	0	9
Gadza, or Gum, the 12lb.	0	30
Glass for Windows, English, French, Lubec, and Dantzic, the 8 chests	0	30
—— Venice drinking ditto, the chest	0	9
—— Bottles, the ton, 4 hhds. and 30 schocks	0	30
—— the 2 pipes	0	10
—— Quart bottles, 100 dozen, 50 rixdollars	0	24
Grains of Guinea, the 50lb.	0	15
Ginger of Guinea, the 100lb.	0	12
——— Green, the 50lb.	0	12
Gunpowder, the 100lb.	0	6
Gloves, Prussia or Courland, the 250 pair	0	9
——— Leather, the dozen, value 2 rixdollars	1	0
Hats, Felt, the cask	0	12
—— Beaver, the dozen, value 48 rixdollars	0	24
—— Castor, the dozen, value 48 rixdollars	0	12
Honey, the hogshead	0	7
Hops, the shippound	0	6
Horses, the pair	0	36
Hair, camels or coneys, the 50lb.	0	50
Hemp, the shippound	0	8

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	Rixd.	Sti.
Hemp, Tow, the 10 shippounds	0	36
Haberdashery Ware, the 100lb. valued at 36 rixdollars	0	18
Hides, Elks, Harts, Bucks, or Russia, the decker	0	9
——— salted, Elks, Harts, Bucks, or Russia, the decker	0	6
——— dry, Elks, Harts, Bucks, or Russia, the 5 deckers	0	18
——— Russia, the shippound	0	36
Handspikes, the 500	0	8
Iron, Wire, or Pans, the 100lb.	0	4
—— Stoves, Plates, or Pots, the shippound	0	6
—— Bars, Bats, Bolts, Hoops, Anchors, and Guns, the shippound	0	4
—— wrought, the 100lb. valued at 24 rixdollars	0	12
—— old, the shippound	0	3
—— Ostermunds, the shippound	0	2
Indigo, the 100lb.	0	36
Isinglass, the 100lb.	0	6
Juniper Berries, the 200lb.	0	9
Kersies, the 8 pieces	0	10
Lace, Silk, or Ferret, the 4lb.	0	10
—— Thread, Wool, Cotton, or Hair, the 10lb.	0	6
—— Gold and Silver, the pound	0	5
Lemons, the 12 chests, or 36,000	0	24
——— pickled, the pipe, or 2 hhds.	0	18
Linseed, the last of 24 barrels	0	36
Lignum Vitæ, the 100lb.	0	9
Leather, Russia or Scotch, the decker	0	9
——— Spanish, Cordovan, Turkey, and Buff, the decker	0	6
——— Sems, the 10 deckers	0	36
——— Basanes, the 10 deckers	0	18
——— Tanned or Sole, the 100lb.	0	9
——— Alumed or White, the 500 pieces	0	18
Linen, Calicoes, the 16 pieces	0	30
——— Flax, the 20 ditto	0	30
——— Holland, Silesia, and Westphalia, the 4 pieces	0	10
——— Tow Linen, Crocus, Dantzic Tow, ditto, the 40 pieces	0	0
——— Hemp, black Tow, the 80 pieces	0	30
——— Canvass, the 8 pieces	0	30
——— Damask, the 12 pieces	0	30
——— Drilling, the 20 pieces, or 500 arsheens	0	30
——— from Petersburg, all sorts, 40 pieces, or 2000 arsheens	0	30
Lead, the fodder, ton, or 6 shippounds	0	24
—— Shot, the 100lb.	0	4
—— Red or White, the 100lb.	0	2
Logwood, the 800lb.	0	30
Masts, 15 palms and upwards, the piece	0	24
——— Small	0	1
——— for Boats, the schock	1	24
Mustard Seed, the last of 12 barrels	0	30
Mace, the 50lb.	0	18
Mats, from Petersburg, the 1000	0	15
Mohair, the 50lb.	0	30
Nutmegs, the 50lb.	0	18
Nuts, the last of 20 barrels or sacks	0	12
Nails, Holland or Lubec, the centner	0	4
—— Tree-Nails for ships, the 40,000	0	36
Oars, great, the schock	0	12
—— small, the schock	0	8
Oil, Olive, of Seville or Portugal, the pipe	0	36
—— Rape, Lins. Hemp, the last of 8 aulns	0	36
—— Train, the last of 8 hogsheads or 12 barrels	0	36
Olibanum, the 100lb.	0	9
Oranges, the 12 chests, or 3,600	0	24
Olives, the pipe or 2 hogsheads	0	18
Paper, the 8 bales or 80 reams	0	30
Pins, 50 dozen	0	30
Pitch, great band	0	18
—— small	0	9
Plates of Tin, the 4 casks or shippound	0	12
Prunes, the 400lb.	0	9
Prunellos, the 100lb.	0	9
Pepper, the 100lb.	0	12
Pewter, the shippound	0	24
Pladding, the 1000 ells or 40 pieces	0	30
Quicksilver, the 50lb.	0	36
Rape-seed, the last of 24 barrels	0	36
Rashes, the 12 pieces	0	15
Ribbons of Silk, or Ferrets, the 4lb.	0	10
——— Gold or Silver, the 2lb.	0	10
Rice, the 200lb.	0	9
Resin, the shippound	0	6
Raisins, the 400lb. or 36 baskets	0	36
Rhubarb, the 25lb.	0	9
Rickers, the shippound	0	12
Saffron, the 2lb.	0	9
Salt, Spanish, French, and Scotch, the last of 18 barrels or 8 bushels	0	24
—— Lyneburg, the last of 12 bushels	0	36
Saltpetre, the shippound	0	6
Shumac, the 400lb.	0	9
Spars, great, the 25 pieces	0	36
—— small, the thousand	0	16
Says, double, the 2 pieces	0	9
—— single, or English, the 4 pieces	0	6
Sail-Cloth, the 8 pieces	0	30
Satin, the 2 pieces	0	9
Serge, the 12 pieces	0	15
Soap, White, the 100lb.	0	9
—— Green, the last of 12 barrels	0	36
Shag, with Thread, the 2 pieces	0	9
Starch, the 300lb.	0	8
Steel, the 100lb.	0	4
Silk, Sewing, Ferret, wrought Lace, the 4lb.	0	10
—— Raw, the 100lb.	0	30
—— Stuffs, the 100lb.	0	15
——— with Gold and Silver, the piece	0	18
Skins, Beaver, the 5 deckers	0	24

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	Rixd.	Sti.
Skins, Otter, the piece	0	6
—— Russia, dry, Wolf and Fox, the 5 deckers	0	18
—— Goat, the 20 deckers	0	36
—— Calf, the 10 deckers	0	12
—— Cat and Sheep, the 500 pieces	0	18
—— Black Rabbits or Lamb, the 1000 pieces	0	18
—— Grey Rabbits or Kid, the 2000	0	18
—— Martens, the 40	0	30
—— Hare, the bale, valued a 72 rixdollars	0	36
Staves, Pipe, Hogshead, and Barrel, the great hundred of 48 schocks	0	30
Stones, Poland, the 1000 feet of 500 ells	0	30
Sturgeon, the last of 12 barrels	1	12
Stockings of Silk, the dozen, or 12lb.	0	30
—— Kersey, Woollen, or Worsted, for children, the 100 pair	0	30
—— Worsted, Florett, and Sayett, the 50 pair	0	30
—— Woollen, for children, the 200 pair	0	30
Succad, the 50lb.	0	12
Sarsaparilla, the 50lb.	0	18
Sugar-Candy or Confectionary, the 100lb.	0	18
—— Loaves, Powder, or Muscovado, the 200lb.	0	18
Stuffs, Woollen, the 8 pieces	0	12
Sword-Blades, the 50	0	12
—— Hilts, the 50	0	18
Sweet-Wood, the 100lb.	0	9
Tallow, the shippound	0	6
Terras, the last, 6 shippounds, or 12 barrels	0	36
Tar, great band, the last of 12 barrels	0	18
—— small band, the last of 12 barrels	0	9
Thread, white and coloured, the 50lb.	0	30
—— Gold and Silver, the pound	0	5
Tin, the shippound	0	24

	Rixd.	Sti.
Tobacco, the 100lb.	0	9
Treacle, the pipe or 2 hogsheads	0	36
Turpentine, the shippound	0	6
Verdigris, the 100lb.	0	9
Vermillion, the 100lb	0	36
Velvet, fine, the piece	0	9
—— with Thread, the 2 pieces	0	9
Vinegar of Wine, the hogshead	0	12
—— Beer, Ale, or Cyder, the 2 hogsheads	0	9
Wax, the shippound	0	36
Wire, Iron or Brass, the shippound	0	24
—— Steel, the 100lb.	0	24
—— Gold and Silver, the pound	0	5
Wool, Beaver, the 50lb.	1	0
—— Spanish, or fine, the 4 shippounds	0	36
—— coarse or Scotch, the 6 shippounds	0	30
—— Flock, or Cutting Wool, the 2 shippounds	0	9
—— Scotch, Shirts, the 50 pieces	0	15
—— Shirts, the 8 pieces	0	10
Wood Shovels, the 10 schocks	0	9
—— Dishes or Trays, the 5 schocks	0	9
—— Plates, the 5 schocks	0	9
—— Nails, the 20,000	0	18
Wine, Bourdeaux, the ton or 4 hogsheads, at 52 rixdollars	1	36
—— Picardin, Hoogland, Muscat, and Frontinac, the 2 hogsheads	1	0
—— Spanish or Portuguese, the pipe	1	24
—— Italian and Levant, the pipe	2	0
—— Rhenish, the ohm	0	40
Wainscot-boards, the schock	0	24
Yarn, Cotton, the 50lb.	0	36
—— Linen, the shippound or 40 schocks	0	36
—— Tow, the 4 shippounds	0	36
—— Sail, the shippound	0	36
—— all sorts of Woollen, the 50lb.	0	36

The following Articles are forbid to be imported:—Brimstone or Buckram into Copenhagen or the Island of Zealand; Cloth, Corn, Earthen Ware, dried Fish, or Salt Cod; Woollen Stuffs of all kinds, and Kersies; Oil of Linseed, Hemp, and Rape-Seed; Flannel, and Iron in Bars, though prohibited, are allowed an uplag (which is a privilege granted to Copenhagen and Elsineur, where all foreign goods may be landed and exported duty-free within a year) for exportation; Brandy, Salt, Tobacco, and Wine, may not be brought into any port in Denmark except Copenhagen; Wool-Cards are not importable into Zealand, but admitted any where else.

N.B. At present, Swedish vessels, under five lasts, pass the Sound without taking a passport, but are not exempt from the light-house duties. Vessels from 1 to 5 lasts, pay four shillings; from 5 to 10½, inclusive, one rixdollar; and from 14 to 19½, inclusive, two rixdollars; whether they be loaded or in ballast. Ships of 20 lasts, and upwards, if loaded, pay four rixdollars; if in ballast, two rixdollars. The director receives only 16 shillings from vessels of from 10 to 14 lasts, and nothing from those under 10.

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Corn Measure of different Places reduced to Danish Lasts, for paying the Sound Dues.

Barth, Colberg, Demmin, Nürgenwarde, Stolpe, Treptow, Stralsund, Wolgast	3 lasts will be reckoned in the Sound as 4 lasts.
Grypswald, Wismar, Anclam	4 lasts reckoned 5 do.
Rostock, 5 lasts for 6.	
Stettin, Warnemünde, Winemünde	6 lasts for 7.
Lubec, 7 lasts for 9.	
Oesel, Riga, Konigsburg, Dantzic, Elbing, Memel, Revel, Petersburg	The same as the Dutch lasts.

Note.—Under the denomination *Corn* is understood only wheat, rye, barley, oats, and malt.

List of Ships, collectively, which have passed the Sound at different Periods before 1792, *and those of each Nation every Year since.*

Elsineur.

Years.	Ships.
1752	6000
1768	6930
1769	7486
1770	7736
1771	6680
1773	7559
1774	8084
1776	7472
1777	7559
1778	8476
1779	8272
1780	8291
1781	8230
1782	8330
1783	9163
1784	10940
1785	10268
1786	9008
1787	9747
1788	9224
1789	8847
1790	9493
1791	10453
1792	12114

Table of Ships of all Nations which passed the Sound the following Years.

	1790	1793	1794	1795	1796	1797	1798	1799	1800	1801	1802	1803	1804
British	3788	3478	3457	2549	4455	2405	3313	2599	3138	2656	3957	4123	3507
Dutch	2009	887	1019	1	1	—	—	—	—	—	634	65	—
Danish	1559	1508	1658	1629	2157	2017	1825	1571	1487	1527	1771	1889	1899
Prussians	698	615	628	946	2022	2103	1621	1420	1753	2049	2388	2305	2012
Swedish	430	2295	2475	2336	2505	2389	2120	1674	1941	1632	2212	2195	2154
Russians	6	53	34	6	7	—	13	13	14	36	47	73	84
Bremeners	177	176	175	61	93	139	96	91	82	108	163	114	93
Lubecers	89	88	105	61	70	57	39	54	60	103	90	79	76
Hamburgers	104	75	85	38	40	47	44	5	28	73	52	90	120
Papenburgers	—	86	67	24	232	172	147	97	152	231	395	240	190
Oldenburgers	24	36	26	37	120	107	55	33	39	41	75	92	59
Rostocers	339	264	287	84	193	191	103	137	278	362	129	144	169
Courlanders	22	304	308	41	10	2	—	—	—	—	—	—	—
Portuguese	30	9	46	11	14	13	12	2	6	8	15	11	35
Americans	44	90	141	127	169	81	120	152	76	172	156	192	160
Spanish	42	3	14	7	25	—	—	—	—	—	14	17	21
French	132	—	—	—	—	—	—	—	—	—	32	2	—
Total	9493	9967	10525	7953	12113	9723	9508	7848	9054	8998	12130	11631	10579

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CHAP. VI.

Of Norway.—Its Extent and Productions.—Iron, and Copper Mines.—Salt Work.—Fisheries.—Quantity caught and exported in 1790; *also in* 1802, *specifying the Ports from whence and where to.—The Details of the Timber Trade.—Alphabetical List of the principal Norwegian Ports.*

NORWAY extends from the Skager Rack, leading to the entrance into the Sound, to the northernmost extremity of the continent on the north-east, and from that eastwards towards the White Sea, is bounded by Russian Lapland, in the government of Archangel.

The length, following the coast, is not less than 1600 miles, including the bays and inlets, from Strömstadt in the Skager Rack, to Fisceroe east of Waranger Bay; but, as the Swedish dominions, laying round the Gulf of Finland, bound it on the land side, it is in no part more than 220 English miles in width, and this is only at the southern extremity; for all the remaining part is only a narrow line of coast, not above 50 or 60 miles broad, and that is intersected with arms of the sea, creeks, and bays, in the most astonishing manner; and the islands of different sizes are almost without number, aud many without even a name. This coast would be the most delightful in the world, if it were in a temperate latitude; but the Naze of Norway, the most southerly point, lays in the 58th degree of north latitude, and the most northerly point in 71.

With so great an extent of coast, and that intersected with innumerable bays and creeks, in so northern a latitude, the North Sea fishery is, naturally speaking, its inheritance.

The fisheries, therefore, are to be considered as the principal production of Norway; for what is found in the seas, may as properly be ranked amongst its produce, as if it were found in the bowels of the earth; therefore, fish and timber are the principal produce;* and as

* Norway produces salt, iron, copper, and some tar, but not to be reckoned as forming objects for general exportation. They will be stated, to shew what little progress has been made to produce these articles, in the midst of such easy means.

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the country is inhabited by a poor race of people, and that but very thinly, and does not lay in the way for commerce, it forms the least interesting or important object of the present inquiry.

The imports into such a country consist of such necessaries, and the few luxuries that a poor people require, and such a northerly latitude does not produce; it will, therefore, be unnecessary to enter much into details, the object in this work being only to point out what may be useful for commercial men.

The narrowness of the country, and its northern latitude, make the rivers an object of no consideration.

As there is a great sameness in the ports of Norway, from the nature of the country, and but little general trade betwixt thence and Great Britain, we deviate from the general order of the work, and enter into a short detail of each port, in the manner we have done in the Baltic, and give a general result of the exports from them all. The prohibition of the export of the latter article in Russia, gave new life to that branch in Norway. For the better information, however, of those, who from curiosity may desire to know the principal ports of export from Norway, we shall give an alphabetical list of them; the proportion of trade each has enjoyed will be seen in the exports of fish and wood. None of the towns, one or two excepted, can be said to have more than from 5 to 8000 inhabitants, nevertheless Bergen, which is the capital of the kingdom, is supposed to have a population of 20,000 souls.

Arendahl. The ships arrived here in 1792, were 574, and with those built, 604 sailed: in 1793, 86 vessels belonged to this port; their exports are fish and wood.

Bergen. Held once amongst the first in rank in the Hanseatic League; in the years 1767 and 1768, both inclusive, its exports were 2,758,944 rixdollars; it had already increased to 3,939,385 rixdollars in 1787 and 1788. In 1792, it owned 113 ships; its exportation is fish, wood, and some oil. Its imports, a few luxuries, and some of the necessaries of life.

Christiana. Its population about 10,000; it has some few ships in the Danish West India trade; in 1792, the number of ships arrived

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here was 521, and 518 sailed. Its exports are almost entirely confined to wood.

CHRISTIANSAND. Its population about 3500; the ships which arrived here, in 1792, were 392, and 370 sailed. 44 vessels, 2723 commercial lasts belonged to this port in that year. Its exports are some fish and wood

CHRISTIANSUND. Its population about 1500; nine ships belonged to this port in 1792. Its exports are chiefly fish and wood.

DRONTHEIM, is a considerable place of trade, and next to Bergen. In 1758, its exports amounted to 266,557 rixdollars, and its imports 264,697 rixdollars. The number of ships which arrived, in 1792, were 149, and 137 sailed. In 1793, 39 vessels belonged to this port. Its exports are principally wood and some fish.

FARSUND. It exports consist in fish and wood.

FLECKIFIORD. A small trading town: in 1792, arrived at this port 115 ships, and from it sailed 123. It had 46 small and large vessels belonging to it in 1793. Exports fish and wood.

FREDERICKSHALD. In 1792, 379 ships arrived here, and 347 sailed. 35 vessels belonged to this port in 1793. Its exports are fish and wood.

FREDERECKSTADT, has some trade, and that of exporting timber. In 1723, five ships belonged to the town; and, in 1792, 157 arrived, and 156 sailed.

HOLMSTRAND. Its exports are chiefly timber. In 1792, 138 vessels arrived here, and 101 sailed. In 1793, 19 vessels belonged to this place.

KRAGERÖE. Its export is only wood. In 1792, 27 vessels belonged to this place, in which year 323 arrived, and 280 vessels sailed.

LAURIGEN has ships that export wood, and some little iron. In 1792, 192 vessels arrived, and 210 sailed. In that year 68 vessels belonged to the place.

MANDAHL. Its exports are chiefly wood and some fish. In 1792, 149 vessels arrived here, and 151 sailed. In that year, 28 belonged to the place.

MOS, exports wood. Six vessels belonged to the place in 1792, in which year 347 vessels arrived, and 253 sailed.

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Oster Rusoer, chiefly exports wood. In 1792, 455 vessels arrived here, and 437 sailed. In that year 61 vessels belonged to this place.

Skeen, is one of the most ancient towns of Norway; its exports are chiefly wood. It has formerly exported about 9000 shippounds of iron, also pitch and tar; at present it exports none. In 1792, 784 ships arrived, and 679 sailed.

Stavanger. Its population is about 2500. The number of vessels which belonged to this place, in 1792, were 19, and in the year 1795, 21. In 1792, 191 ships arrived, and 183 sailed. Its exports are wood, fish, and some iron.

Tönsberg. Its export is only wood; it is an ancient place, said to be built in the eighth century. Present population, 1300. In 1792, 151 vessels arrived, and 160 sailed. 17 vessels that year belonged to the town.

It was before observed, that the chief trade of Norway consisted in the exportation of fish and fir timber, which does not require our entering into any length of detail. Although Norway exports little else, yet, there are iron and copper mines, and a salt work, the whole not producing sufficient for their own consumption: they are nevertheless mentioned, to shew that there are other natural productions in Norway, which have not been, but may be yet attended to. After sketching this, more full details will follow, relative to the fisheries and the timber.

At Wolloe they have had salt works for a considerable time past. The sea water here has produced one-thirtieth part of clear salt: this they use for their domestic purposes, and some of their fisheries. To give an idea of the quantity of salt which might be made, the following statement is given, the intermediate years has been sometimes more or less.

		Barrels.			Barrels.
For the year	1775	129089	For the year	1787	25442½
	1779	18123½		1790	25199½
	1781	25251		1791	25277½
	1783	31509½		1792	22523½
	1785	22541½		1793	24767½

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Though iron makes no regular article of export from Norway, yet there does not appear any reason why they might not have cultivated this branch as well as Sweden. Wood they have had in sufficient abundance, which is proved by the considerable quantities they have lately exported. There are several founderies in Norway, but they have not been worked with spirit, their produce is therefore but small, since the year mentioned, high as the price has been, they have not much extended their works, and now there is not encouragement for it.

Produces of the Iron Works in the Year 1792.

	Unwrought Iron.	Bar Iron.	Cast Iron Wares.	Forged Iron.	Nails.
	shlb.	shlb.	shlb.	shlb.	Number and Quantity.
Bolvig	3192	2843	647	——	——
Barum	3102	2464	1474	——	——
Dikkemark . . .	1379	872	215	——	——
England	1218	922	2	——	——
Eidifos	2340	1663	252	——	——
Fossum	1469	1151	1152	59	——
Froeland . . .	2302	1436	1046	4	221260 or 75 shlb.
Ulefoss	2990	2480	932	29	14550003 to 4 inch. long
Hassel	1678	1209	601	——	——
Lessoe	——	50	——	——	——
Moss	2201	959	491	——	2405705
Mestmarken . .	1034	190	232	——	——
Nass	3662	2394	616	——	——
Qudal	2037	1954	422	21	4981000
Total in 1791 .	28607	20591	8086	114	4637915
1792 .	26502	20483	8586	1693	2646900

The quantity of refined copper which all the mines of Norway produced in the year 1791, was

At Roraas - - - - - - - - -	2168	shippounds.
Lokken - - - - - - - - -	190	
Quikne - - - - - - - - -	110	
Selboe - - - - - - - - -	352	
Fredericksgave - - - - - -	350	
Total - -	3170	shippounds.
And in 1792 - - - -	2986	

In all the mines, excepting Fredericksgave, the produce of which is not given up for that year.

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Small as the quantity is, yet it is mentioned as affording reason to believe that if the country was well examined, and sufficient encouragement given, the quantity might be considerably increased.

Fishery.

It is the individual benefit arising from the fishery that makes these rocky and barren shores inhabited. It seems to be the great resort of fish; and there is a great affinity betwixt those on this coast and on that of Scotland.

The principal fish caught here are cod, ling, haddock, and herrings; the latter almost may be reckoned natives of the Norwegian coast. But the fishery of herrings has very much fallen off from what it was formerly, owing to the emigration of the herrings, which have been found very transitory in their resorts; from hence they have latterly gone on the Swedish coast in the Cattegate. They have what they call the summer herrings and the spring herrings; betwixt which, however, there is so little difference in shape and colour as scarcely to be distinguished, but a considerable difference in size, the spring herring being twice as big as the summer herrings.

Ling is caught in great quantities; it is not used much for food by the inhabitants, but used entirely for exportation, chiefly for ship's provisions and long voyages. For this purpose, it is mostly exported from Bergen, where they give the best kind the name of (blankelange,) white ling; the middling sort (skruelange,) or spotted ling, from its body being a little spotted, which parts are cut off; and the third and last kind which are refused by the merchants, and are generally sold in the country.

A fish is caught on this coast, called the brosmer, which is very like the ling, and which is cured in the same manner as a fish called the haberdine.

The cod is (prepared also like the haberdine,) salted and dried. From the liver of this fish vast quantities of oil are produced for home consumption, and some for exportation.

Salmon is caught in great quantities in the creeks, rivulets, and bays, in the Bailiwicks of Bergen, Drontheim, and Finmark, parti-

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cularly in that of Christiansund, and the adjacent districts; which is exported to Holland, France, and Italy, some to Denmark; it is partly salted, and partly smoked.

The mackarel fishery has been attempted to be established, and might most successfully be carried on. In the Gulf of *Langesand*, in particular, in the season, a beautiful fish of that kind resorts, which they call *Tomfrueland*, or Virgin Land Mackarel. The Swedish boats generally come to this fishery, where they catch considerable quantities, and afterwards sell them to the Norwegians, at Krageroe, Laurigen Langesand, and other ports.

Lobsters are caught in great abundance, from Easter till the middle of summer. The English are the principal purchasers; next come the Dutch. The boats from both countries buy them of the fishermen, at so low a price as from two to four and five pence each, and which are frequently sold in London and Amsterdam at from two to six and seven shillings each, sometimes far beyond that price.

As the limits of this work will not allow a full detail relative to the fishery of this country, yet, in order to give a collected and narrow view of it, the species of fish, the quantity exported, its value, and the chief ports from whence,—the following table is given.

An Account of the Quantity of Fish exported from the principal Ports of Norway, in the Year 1790.

	Quantity.	Bergen.	Drontheim.	Molde.	Christiansund.	Stavanger	Official Value. Rixdol.
Dried Cod, large and small	shlb.	43935	3044	235	454	83	8¾
Ling	——	6058	181	——	55	——	8¾
Salt Herrings	barrels	8722	3721	9½	554	——	6
Haddocks	——	924	——	——	——	192	3½
Ling	——	640	——	——	——	——	4
Mackarel	——	1033	——	——	——	6	2⅕
Salmon	——	122	1½	——	14	——	12
Smoked Salmon	thongs	276	12	——	——	——	1
Lobsters	no.	65000	——	——	——	——	——
Fish oil	barrels	23444	2525	584	729	96	10½
Different sorts of dried fish	shlb.	10837	1019	983	5592	161	——
Ditto of salt fish	barrels	14570	——	490	1462	40	——

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The value of the exportation of fish, from the different ports of Norway, in the same year, was

	Dollars.		
From Bergen . . .	exported for 958000	From Molde . . .	exported for 22000
Christiansund	78000	Stavanger	10000
Drontheim	75000	Finmark, ...	40000
		the South Districts of Norway	20000

The whole amount is, therefore, 1203000 dollars Danish currency.

To the amount of the above exportation is still to be added the annual produce of the herring fishery and dried fish, which are carried by land from Norway to Jemteland, Heredalen, and other provinces in Sweden.

The dried fish are exported to the Mediterranean sea, Holland, Spain, France, and the Baltic

The pickled herrings are exported to the Baltic and to Germany; the train and fish oil to Holland, the Baltic, and Germany; the roe to France and Spain.

Their fishery made some advance, yet not so rapid as might have been expected, when we consider the war in Europe annoys the principal maritime powers, and that Holland was altogether excluded from the fishery, while England neglected it. In the year 1799, however, 256 cargoes of fish were exported from Norway, making 8951 lasts, or about 17900 tons, principally to France, Spain, the Mediterranean, and the Baltic, to which sea were exported 61 cargoes; and, strange as it may appear, near 894 tons of fish were caught and exported by the Norwegians to Great Britain.

Denmark, enjoying the advantages of neutrality during the war, gained great riches, not only by the carrying trade, amongst the belligerent powers, but by encouraging her fisheries and supplying the contending nations with that produce. They were uninterruptedly cultivating it to so great an extent, that the rapid increase from 1799 to 1802 is a sufficient proof that they tasted the fruits of their industry, so as to lay the foundation of wealth. In the latter year, we find no less than 411 cargoes, containing about 26500 tons, of fish exported by sea exclusive of the transport by land to Sweden and what was reserved for home consumption. It will, therefore, be interesting to give the complete

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detail of this fishery, in the ports in Norway, whence exported, and where to.

Detailed Account of the Fish Trade of Norway and of the Exportation to foreign Places, in the Year 1802.

Exportation from Norway.	Number of ships.	Danish commercial lasts.
Bergen	326	10558½
Drontheim	22	1129½
Stavanger	30	689½
Mandahl	3	63
Mandal	6	153½
Earsund	14	295
Christiansund	5	190
Fleckifiord	1	12½
Christiansand	3	130
Frederickshald	1	74
Total.....	411	13295

Exportation to foreign Countries.

To the United Kingdom of Great Britain and Ireland.		
London	11	236½
Liverpool	3	70
Harwich	5	105
Cork	1	78
Different ports	31	762
France.		
Bourdeaux	3	76
St. Martin	1	36½
Port Louis	12	322
Ostend	4	48
Marseilles	1	31
Antwerp	2	67½
Croisie	1	29
Different ports	6	176
Holland.		
Amsterdam	18	484½
Rotterdam	5	159½
Dordrecht	39	1309
Different ports	2	17½
Spain.		
Bilboa	17	530½
Biscaya	2	46
Malaga	3	75
Cadiz	1	75
Barcelona	13	566
Alicant	2	85
Italian States.		
Leghorn	14	717
Genoa	5	215½
Naples	5	306½
Messina	4	137½
Ancona	1	17
Venice	8	448½
Trieste	7	501
Different ports	9	577
Germany.		
Hamburg	3	84
Lubec	18	340
Bremen	12	371
Rostoc	21	820
Wismar	10	223
Stralsund	2	57
Prussia.		
Embden	1	13
East Frereland	1	91
Stettin	8	202
Colberg	14	701
Dantzic	2	89
Konigsburg	10	252
Elbing	1	49
Russia.		
St. Petersburg	4	169½
Riga	1	42
Liebau	1	29

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Sweden.	Number of ships.	Danish commercial lasts.
Stockholm	7	241
Norkiöping	2	50
Uddevalla	1	38½
Ystadt	1	14
Baltic	1	38
Different ports in the Baltic	7	139

Denmark.	Number of ships.	Danish commercial lasts.
Copenhagen	28	598½
Altona	17	374½
St. Croix	1	74
Total.....	411	13295

Wood.

We next come to the wood trade of Norway, which was but trifling in its exports, owing to its quality being always held as very inferior; the small size also made it not much esteemed, while long, large, full grown timber could be got from the Baltic at reasonable prices. In the year 1797 the exportation from all Norway was

Destination.	Cargoes.	Lasts.
Batavian Republic	156	44662
Different places	15	720
Calais and Dunkirk	16	777
French sea ports	55	3080
Marseilles	2	248

Destination.	Cargoes.	Lasts.
Spain	1	72
Portugal	2	109
Great Britain	63	2673
	310	22341

In consequence of the prohibition to the exportation of timber from Russia, in the close of the year 1798, of which we have already treated, the exportation, in 1799, from Norway, was,

Destination.	Cargoes.	Lasts.
Naples	1	84
Spain	11	608
France	71	3551
Batavian Republic	20	2176
	2	127
Embden and other ports	100	7717

Destination.	Cargoes.	Lasts.
England	589	46553
Scotland	203	9104
Ireland	172	16565
	1169	86574

Of this quantity we find no less than 964 cargoes, being 72222 lasts, were exported to Great Britain and Ireland, and that too in their own shipping.

The prohibition to the exportation from Russia, and its subsequent limitation, has been greatly in favour of Norway; it has caused timber to be brought farther from the interior, on account of the advanced price, which could not, from the heavy expense, be brought before,

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when the price was reasonable, and larger timber has, in consequence been got, the farther they have advanced into the interior. In order, likewise, to give a complete view of this branch of trade, the following statement will shew which of the Norwegian ports the wood has been shipped from, and to what foreign ports, for the year 1802.

Detailed Account of the Timber Trade from Norway to foreign Places, in the Year 1802.

Exported from the Ports of Norway.	Number of ships.	Danish commercial lasts.
Frederickshald	59	3591½
Frederickstadt	75	6734
Christiana	240	25932½
Drammen	271	13261
Holmstrand	42	3744
Laurigen	24	1930
Langesund	3	144
Krageröe	56	3739½
Tönsberg	17	1466
Oster Rüsver	77	3835
Arendahl	131	5877
Christiansand	239	11837
Mandahl	67	3126
Fleckifiord	12	299
Stavanger	23	877½
Farsund	1	32
Bergen	31	827
Drontheim	125	9475½
Christiansund	2	64
Total	1495	96791

Exportation to Foreign Countries.

To the United Kingdom of Great Britain and Ireland, viz.		
London	190	11176
Boston	4	200½
Poole	1	78½
Yarmouth	1	54½
Newhaven	1	64
Shoreham	4	208½
Weymouth	4	305
Southampton	2	218½
Topsham	4	308
Bridport	2	147
Exeter	1	39½
Fishenow	1	43
Ramsgate	1	34
Ipswich	2	45
Chepstow	3	189
Liverpool	4	365½
Hull	4	263½
Lynn	4	367½
Falmouth	5	387½
Colchester	1	28
Dartmouth	1	72
Portsmouth	7	741½
Plymouth	6	387½
Grangemouth	3	198
Bristol	2	288
Whitby	1	174
Sandwich	2	78
Bridlington	1	51
Scarborough	1	49½
Newcastle	7	286½
Dover	5	252
England (without other destination)	404	25691
Perth	2	116
Leith	6	447½
Aberdeen	1	18
Dundee	1	61
Berwick	2	110½
Kingsdale	1	143
Scotland (without other destination)	208	9608
Dublin	10	793½
Cork	8	1205
Waterford	3	310½
Limerick	4	354½
Ireland	213	15416
Isle of Man	2	70½

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	Number of ships.	Danish commercial lasts.
Holland.		
Amsterdam	51	3902½
Dordrecht	2	115
Harlingen	4	151
Eam	3	133
Stavern	4	123
Sundry Ports	152	10979
France.		
Dunkirk	5	208½
Havre de Grace	2	162
St. Martin	6	158½
Nantz	3	198½
Brest	1	105
L'Orient	1	67
Cherbourg	1	64
Bourdeaux	6	322
Flanders	5	203
France in general	129	5812
Spain.		
Coruna	2	117
Malaga	2	149½
Cadiz	2	74
Spain	6	245½
Mediterranean	4	174½
Portugal.		
St. Ubes	1	89
Madeira	1	27½
Portugal	2	81½
Germany.		
Mecklenburg	1	17
Oldenburg	1	17½
Prussian States.		
Embden	12	262
East Friesland	3	49
Sweden.		
Carlshamm	2	45
Barbary.		
Tunis	1	127
Denmark.		
East India Islands	4	419½
Total	1495	96791
Of which to the British Empire	1140	—

CHAP. VII.

Of Commercial Institutions in Denmark.—Its Bank.—Asiatic Company.—West India Company.—Sea Insurance Company.—Transit Trade.—Salvage Company and Regulations.—Past and present State of the Danish Shipping.—Number of Ships built and their Lastage, in 1802.—*Table of the Trade and Navigation of Denmark in* 1803.—*Imports and Exports of Great Britain to and from Denmark and Norway, from* 1700 *to* 1804.—*Trade and Navigation of Great Britain with Denmark, in* 1800, 1801, *and* 1802.—*General Observations.*

THE BANK of Copenhagen, was established and chartered in the year 1736, under the name of the Assignation, Exchange, and Loan

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Bank; it existed, with various modifications, till the year 1791, when a regulation entirely new was adopted, and all outstanding notes belonging to the bank were ordered to be called in, and the establishment itself to be abolished, which was executed by a commission, to which was annexed another special one, denominated the Administration for the Sinking Fund.

In lieu of the Copenhagen Bank above described, another was established under the title of the New Danish North Specie Bank, which received its charter on the 16th of February, 1791. This bank issues notes, and all pieces of Danish currency, regulated according to the ancient Danish coinage, are received by it as cash.

The original funds of this company amounted to 2,400,000 rixdollars specie; or, according to the proportion between specie and currency, to 3,000,000 rixdollars currency. Persons desirous of obtaining a loan, or discounting bills, make application to this bank, which likewise receives deposits of silver.

The ASIATIC COMPANY is a very important trading body at Copenhagen, having the exclusive trade to China. It was first established in 1616; its last charter is dated 1792, and fixed for the space of 20 years. The fund of this company, amounting to 2,400,000 rixdollars, is divided into 4800 shares of 500 rixdollars each. In the year 1783, the price of the shares had risen to above 1800, but soon fell again to 500. In 1782, the dividend on each share was 150; in the year 1793, only 50; and in 1798, only 40 rixdollars. The Asiatic Company is governed by four directors, at a salary of 1000 rixdollars each. Three revisers are appointed, whose duty it is to examine all accounts, papers, and books of the company, to deliver their observations thereon, to suggest plans, &c. At the general meeting of the company, seven renters are annually selected, (two lawyers, three commercial and two naval men,) and appointed to be arbitrators or umpires, who are to decide whatever the revisors may have found entitled to consideration.

In 1799, this company sent a ship to China, and her value was as follows:

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Cost of the ship and inventory - - -	72000 rixdollars.
Equipment for sea - - - - - - - -	18000
Ready money and cargo - - - - -	516800
Total amount - - -	606800 rixdollars.

The SEA INSURANCE COMPANY was established in the year 1726; its present tariff is from the year 1746. This society has its own convention, and also that confirmed by the king. No other but this company is permitted to underwrite or insure in the Danish dominions; though individuals may do this on their own account, or are permitted to insure their property in foreign countries. Private insurances are determined according to the policies; and where these, as well as the inaccurate law on this head, leave an uncertainty, in these cases the tariff and convention of the company are generally resorted to as a guide. But even the convention itself being liable to imperfections, recourse must frequently be had to usage, to foreign insurance regulations, and similar establishments in other countries. The funds of the Copenhagen Insurance Company were, in the year 1798, increased to 600,000 rixdollars, in shares of 1000 each. This company has a number of deputies for the adjustment of averages and sea damage; others for the underwriting policies, &c. &c.

DANISH WEST INDIA COMPANY chartered in 1671; and the charter renewed in 1778. The Danish West India Islands, St. Thomas, St. John, and St Croix, produced together, in the year 1796, 18600 hogsheads of sugar, 11200 barrels of rum, and 43604 pounds of cotton wool. From the year 1793 to 1796, the said three islands sent to Denmark yearly from 30 to 40 ships. In 1796, the number of negro slaves in the said islands was 25450.

TRANSIT TRADE, *or housing of goods in the warehouses of the custom-house, until they are conveyed further.* For the first two weeks of their being housed, no charge is made, whence these days are called free-days; but, after that time is expired, a moderate duty is demanded, which is, however, doubled, if the goods are suffered to remain upwards of three months after the expiration of the furteen-

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free-days. This is not a bad regulation, as it allows a reasonable delay, but loads with heavy duty negligence, or useless loss of time in mercantile affairs.

SALVAGE denotes, in the strict sense of the word, the right of saving wrecked goods on the sea-shore, and appropriating the same to the use of the finder, provided no owner makes his claims to them within a year and a day.

It appears that the most ancient Danish laws made some excellent provision in cases of shipwreck, by directing that all wrecked goods which had been saved, should be taken the strictest care of, and that those who had assisted in their preservation, should receive a certain recompense for their labour; heavy penalties were attached to peculation, even to the smallest amount; and the original owner had a right to reclaim the whole within a year and a day. At different times, a variety of modifications were made with respect to the laws on this subject, until the following code was established, which is still in force.

1. According to the first article, in case a ship is wrecked or otherwise lost, the crew and all who may actually assist in endeavouring to save the ship and its cargo, are allowed a certain salvage; but no one to be entitled to any recompense, unless he has been actually aiding. The captain has a right of saving, with the assistance of his mariners, or any other persons, whatever may be in his power; and when nothing more can be saved, they are permitted to sell the remainder of the wreck or goods to any purchaser, without any impediment whatever.

2. If the captain and crew are unequal to the task, in that instance all public functionaries, and others along the coast, are bound to assist in saving whatever they may be able to do, in consideration of a moderate compensation for their labour; and when the goods saved are in security, the magistrate of the district, and a number of the most respectable men; or if in a town, the mayor and council are to determine the amount of the reward, according to the value of the goods and other circumstances.

3. If the captain has agreed with the salvers to allow them a certain sum or portion of the goods saved, for their exertions in assisting, or if a certain proportion is fixed upon for them to receive for whatever they may be able to save, such an agreement must be abided by and remain in full force.

4. If no living person be found on board of the wreck or with the goods, the mayor (if the ground belong to the king,) or lord of the manor, is bound to save whatever he can preserve, and deposit the same in safety, with an accurate list of all. The owner may for a year and a day demand its restoration, on paying a moderate salvage. Goods saved in a damaged state are, if possible, to be preserved by direction of the mayor or lord of the manor, at the expense of the future claimant; if not of a nature to be preserved, they are immediately to be sold to the highest bidder. Persons pilfering any of the articles are subject to the same punishment as those are, who cannot prove their right to goods in their possession. If no person appears within a year and a day to prove the property of the ship and cargo, in that case, it falls to the king or lord of the manor.

5. If the commander of a vessel find at sea, or sunk to the bottom, a wreck, or anchor, &c. he is bound to deliver the same to the person acting in the name of the

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king, at the first place he arrives at; the latter will immediately give him one-third of the value for his labour, and secure it for a year and a day, during which time the original proprietor may have it restored, on paying salvage and every expense; if no claimant appear, it falls to the king; peculators incur penalties, (see 4). The same regulations apply to fishermen finding an anchor at sea, either with or without a buoy. Whoever finds a wreck at a considerable distance from the shore, without any person on board, and saves it, is entitled to one-half of its amount, and the king to the other; provided no owner appear within a year and a day.

7. If a ship is wrecked and the goods are saved, the captain is intitled to an equitable allowance for freight; the owner however, has the right of relinquishing to him the cargo for the freight.

8. Should the value of the ship or wrecked goods saved, after paying the salvage, not be equal to pay the wages of the crew, they forfeit all their claim and must stand to the loss.

If a ship is wrecked in its passage to or from the Baltic, the crew, on their arrival at Elsineur, receive relief from the poor-chest of the Sound-toll direction, by applying through the means of the commissioner of the ship, or the person who was to have been the agent, in the following proportion:

The captain receives - -	4 rixdollars currency.
mate - - - - - - -	2
common seaman - -	1
boy - - - - - - -	½

Of all wrecked goods sold, the duties are to be delivered in immediately, with an accurate list, specifying every particular concerning them. But should they be owned within the space of six months, they are exempt from all charges whatever; on the expiration of that period, the usual duties as in the transit trade must be paid.

Shipping, Trading Vessels, &c. of Denmark.

In the year 1748, the state of the Danish shipping was as follows:

Copenhagen - - - - - - - - - - - - -	145 ships.
The other Danish harbours - - - - - -	648
The Dutchies of Schleswig and Holstein -	387
Norway - - - - - - - - - - - - - -	568
Total number -	1748

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Vessels belonging to the Danish States above 20 Commercial Lasts, in the Year 1780.

	Ships.	Commercial lasts.	Men.
Denmark	696	34764	5256
Norway	948	57818	7311
Schleswig	431	20575	1535
Holstein	304	20959	3567
Total . . .	2379	134117	17729

In the Year 1797, *the Number of Danish Ships and Vessels were,*

	Ships.	Commercial lasts.	Men.
Dutchy of Schleswig	436	17236	3222
Holstein	461	30011	5454
Denmark, Copenhagen	333	22208	4455
Asiatic company . . .	9	3032	
Canonry of Zealand .	38	882	182
Fünen	97	1860	411
Aalburg	66	1160	246
Wyborg	4	58	12
Aarhuns	91	1839	403
Ribe	77	2450	1022
Norway, Canonry of Christiana .	332	26851	2973
Christiansand	314	16149	2511
Bergen	134	6599	1205
Drontheim	55	2948	469
Total . .	2447	133283	22565

In the Year 1802, *not reckoning those under* 10 *Lasts, were,*

	Number of ships.	Commercial lastage.	Men.
Denmark	683	33303½	4790
Norway	990	55753½	7680
Schleswig	401	19042½	1381
Holstein	194	13143	2635
Total . .	2268	119942½	16486

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The inference to be drawn from the above tables is too evident to require much elucidation. In the space of 22 years, and those the most active in commerce that were ever known, (while England, engaged in a most expensive war, has doubled its trade,) Denmark, with all the advantages of peace and neutrality, remains stationary. The decrease is partly accounted for by vessels of a smaller size being excluded from the last account.

Account of Merchants Ships that have been built in Denmark, Norway, and Holstein, in the Year 1802.

Places in which they were built.	Number of ships.	Danish commercial lasts.	*Places in which they were built.*	Number of ships.	Danish commercial lasts.
Corsoer	1	22½	Notteröe	2	190½
Warburg	1	2	Tönsberg	2	109½
Bistrup	1	17	Norge	2	64½
Sönderhöe	11	113½	Altona	1	72
Fanse	4	64½	Itzehoe	1	7
Bergen	5	124	Klostersande	1	4
Oster Rusöer	3	149	Steinberghoff	2	62½
Arendahl	7	211½	Eckersund	1	28
Christiansand	4	97½	Kiel	4	141½
Hitteröe	1	30	Flensburg	12	898½
Frederickstadt	1	22	Eckernferde	2	108½
Sandefior	1	108	Tonningen	1	18½
Sandsherred	1	66½	Christiansund	3	72
Strandfiorden	1	10½	Total	81	2886
Nedenaslehn	4	43½			
Krageröe	1	24			

All the foreign ships which come into the Danish harbours, as well as their own ships, are measured, and the number branded fore and aft in the ship. An attestation is likewise drawn up and given to the master, of their measurement and number of seamen, which is done by the custom-house officer of any port, but it is not conceived valid. It is at Copenhagen where vessels are measured, if they have not been there before, particularly if they have not on any part the brand to denote that they have previously been in a Danish port; when this is done, an attestation is then given in due form.

This is a very good plan, and might be adopted with advantage in every country, as it would cost little trouble at first, and might save a good deal afterwards.

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A Table, shewing the State of the Navigation of Denmark in the Year 1803.

Danish ships arrived.	Number of ships.	Commercial lasts.	Loading imported by Danish Ships.	Loading exported in Danish Ships.
In the Ports of England .	459	39075½	Wood, fruit, oats, wine, and brandy. from different places.	Divers goods, and salt, mostly ballast.
Ireland	116	6984	Wood, bark.	Ballast.
Holland . .	481	29395	Wood, corn, salt, fish and oil.	Divers goods, bricks, cheese, and ballast.
France . .	514	24433	Wood, fish, hemp, wheat, sugar, cotton, and iron.	Wine, brandy, prunes, salt, butter, divers goods, and ballast.
Spain . . .	622	43890	Linens, flax, hemp, wood, salt, & divers goods.	Salt, tobacco, fruits, liquors, and divers goods.
Italy . . .	216	14501	Fish, wheat, divers goods.	Fruits, olive oil, and divers goods.
Germany . .	731	19428	Wine, brandy, fruit, fish, oil, herrings, oats, butter, cheese, and divers goods.	Wood, glasses, cloths, linens, divers goods, and bricks.
Prussia . .	545	15733	Wine, fish, and divers goods.	Corn, timber, plank, flax, and hemp.
Russia . . .	354	8938	Bricks, cloths, salt herrings, oysters, fruits.	Flax, hemp, plank, cables, linens, seed, corn, pitch, & tar.
Gothenburg in Sweden . .	13	648½	Corn.	Herrings, iron, and deals.

In times of peace it is estimated that Denmark gains by the carrying trade nearly four millions of rixdollars. If then we consider the almost exclusive trade she now has in that branch amongst the Eu-

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ropean powers, and the considerably higher freights her ships now obtain, (at least treble the sum to what she makes in time of peace); it is wonderful her shipping does not increase.

On the state of the commerce of Denmark as it is, many remarks are not necessary, its amount at the present time, compared with the past, proves how slow the progress is that that country makes towards wealth, though better situated even than Holland, for a commercial nation: and on the Atlantic shore of the continent, no country, either enjoyed such natural advantages, or employed them so well, as the Seven United Provinces.

We have already shewn how the nations living on the Baltic Sea, at a very early period, enjoyed commerce, and carried it on to a great extent; we have explained how the trade to the interior of the continent may be so advantageously and easily carried on by that channel, adverting to the necessity of applying to it under the present circumstances.

At all times, Denmark, from its situation, ought to be wealthy. The nature of the government is likewise favourable, as it affords liberty and security, and the taxes are low; yet still the country advances so slowly, that in comparing it with others, it may be said to go backwards. If the same persecution is continued over the inhabitants of the Dutch provinces, that has taken place since they fell into the power of France, there is no doubt, that many of them will emigrate to Holstein, and carry with them the true spirit of commerce, which appears to be the only thing wanting, to make that one of the most flourishing countries of Europe.

The Danes are particularly backward in introducing inventions, either for the abbreviation of labour, or for increasing its result; but as wealth and all its concomitants are comparative, so long as other nations invent or copy inventions, those who refuse to do the same, must necessarily fall more and more behind.

Good roads (and perhaps iron railways) are in a most particular manner wanted in Denmark; first, because there is a great deal of passing with heavy goods; and next, because they are remarkably bad.

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The facility with which new inventions are now introduced from one country to another, and the means that the inhabitants have of knowing what will suit their purpose, precludes the necessity of pointing out to the Danes, in what their inferiority lies, particularly as they have so excellent an example set before them by the Kings of Prussia, who, for half a century, have been occupied in attempts to increase the wealth and prosperity of their subjects.

When a nation is in the situation of England, superior to others, there may be some difficulty of discovering by what means its prosperity can be increased; but in the case of Denmark, or any other people, that are behind, there can be no difficulty; all that is necessary, is to copy, to imitate, and to follow the example of others.

To be able to do this, however, the government should have a disposable sum for the encouragement and protection of new establishments; but this is what neither Denmark nor Sweden has, and perhaps, it is one of the principal causes of those two nations being so far behind others in their progress.

It cannot have escaped observation, that though all the northern nations have bank paper, and seem to have paid considerable attention to the subject; yet none of them have been very successful in establishing a bank on a good plan, though they have had the example of the Banks of London and Amsterdam, either of which, might be taken as an excellent model; instead of which, attempts have been made to improve and alter the plan, by which means the establishments that have been formed, are of little utility.

The exportation to Denmark has been rapidly on the increase, even before the last war, but since then, it has totally altered its proportion, owing to the causes already so frequently mentioned, that have driven the trade of the continent to the northern parts of Europe. Our imports from that country have not increased with nearly equal rapidity, though still the increase is very great, and particularly so, when we consider the nature of those articles, and the way they are rated in the books of the custom-house. Timber, and the other sorts of produce received from Denmark, are rated as they were when the prices were not half what they are now, while a great part of the goods we send

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over, consist of articles, some unknown altogether 60 years ago, and others, which have no fixed value at any time, and are rated according to their real worth.

The increase of importation may be principally considered as an account of the increased quantity, not value; but on the exportation, it is value, not quantity.

The neglect of our timber at home, and the general waste and consumption of the produce of other countries, enrich the whole of the north of Europe. The activity of our trade makes us do every thing in the building way for the present purpose, and in the end, costs double what it does in nations whose operations are less rapid, and the works of men more permanent. This is a subject that deserves some attention. Wherever buildings are slight, rents are high in proportion to the money laid out, and a considerable portion of the industry of a country, building in a temporary manner, is employed on repairs. As for the materials, so far as they come from other nations, they are a drain on us. This theory may be the better to be confirmed by a fact. Though England is a manufacturing nation, timber is scarcely a material on which any of its manufacturers are employed; but it purchases more than all the rest of Europe; and yet, all throughout Europe people have houses and furniture, as well as in England. Formerly we consumed much less, even in England, and our waste seems to have gone on nearly in proportion to the general activity of commerce.

Table of the Imports and Exports of Great Britain, to and from Denmark and Norway, in the following Years.

Year.	Imported.	Exported.	Year.	Imported.	Exported.
1701	£ 58773	£ 44695	1745	£ 92823	£ 68895
1705	81348	43349	1750	90273	78052
1710	60852	31571	1755	73946	89210
1715	103107	49744	1760	58745	103627
1720	112263	129674	1765	85901	132588
1725	106909	62481	1770	76898	167257
1730	95715	51494	1773	71044	161399
1735	93507	57570	1782	73038	164732
1740	89496	70536	1785	117172	322395

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Years.	ENGLAND. Imported.	Exported.	SCOTLAND. Imported.	Exported.
1791	£ 126803	£ 333300	£ 55237	£ 21321
1792	132943	300083	52081	12613
1793	147820	274277	57352	16966
1794	175121	479312	34764	9872
1795	127528	483017	26807	15446
1796	195509	499118	48419	10665
1797	110281	660804	24821	19118
1798	129310	536071	46898	13479
1799	142245	328510	50029	16233
1800	193767	524822	47685	15875
1801	172518	404237	36067	12237
1802	108061	522922	46816	14595
1803	275079	1942572	49616	77997
1804	———	———	139272	218925

The following is a Table of the Trade and Navigation of Great Britain with Denmark, during the Three most remarkable Years, when the Northern Confederacy existed, when Copenhagen was attacked, and when Peace was restored.

In what Year	Value of Imports from Denmark.	Value of Exports to Denmark. British Manufacture.	Foreign Merchandise.	Total of British & Foreign Merchandize exported to Denmark.	Shipping. Inwards. British. Vess	Tons.	Men.	Foreign. Vess	Tons.	Men.	Outwards. British. Vess	Tons.	Men.	Foreign. Vess	Tons.	Men.
	£. s. d.	£. s. d.	£ s. d.	£. s. d.												
1800	241563 4 8	186705 17 4	353994 3 5	540698 0 9	170	18696	1330	1126	178849	9994	343	55185	3015	945	160413	8596
1801	208794 3 9	144989 0 2	271486 0 1	416475 0 3	269	30085	2128	801	138570	7766	394	68586	3421	705	133410	7137
1802	155672 0 1	194549 13 9	342967 12 9	537517 6 6	414	50899	3004	743	124752	7096	404	61411	3498	527	97238	5317

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CHAP. VIII.

Of the Aggregate of the Baltic Trade. — Its State, at the Commencement of the French Revolution, in Imports and Exports. — The Share France then had of it. — The average Quantity of the principal Articles exported from the Baltic betwixt the Years 1801 *and* 1803. — *Aggregate Value of the Exports for the same Period. — Aggregate Quantity of Shipping of the Powers around the Baltic. — The Amount of the Imports and Exports of Great Britain to and from the Baltic, at different Periods, betwixt the Years* 1700 *and* 1786, *and each Year from* 1791 *till the present. — Table of the Trade and Navigation of Great Britain with the Baltic, in the Years* 1800, 1801, *and* 1802.

THE commerce of all the nations on the borders of the Baltic Sea has been gradually increasing for the last century; that of Russia has increased the most; Prussia next; then Denmark; and, last of all, Sweden, which has been very nearly stationary.

It was not till the year 1790, when the French revolution began to derange the old order of things, that commerce increased in a manner quite different, and much more rapidly than any other event could have occasioned. The advancement in civilization, in arts, industry, and population, are, all of them gradual operations, and their effects will be seen to be gradual also; but this was not like the swelling of a river by degrees, it was a great river turned from its old course to a new one, and the effect was immediate and immense.

In order to shew this observation in its proper colours, when France, in the year 1789, the year the revolution commenced, had as great a share of the Baltic trade as almost at any other period, and during a time of profound peace, two tables follow, the one serving to shew the principal articles exported from the chief ports of the Baltic, and the number of ships of all nations to each of those ports. The same details are given of the merchandise imported, and of the shipping into the Baltic.—The whole serving to shew the precise state of the trade of all nations, and the articles respectively imported and exported by them to and from the Baltic.

Of the share France had of this trade at that period, both in the articles of exportation to, and of importation from, the Baltic, a state

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is likewise given; after which some general remarks will follow, relative to the state of the trade of the Baltic as it now is.

A Table, shewing the Merchandise exported from the chief Places in the Baltic Sea, and the Number of Ships, in the Year 1789, *and their loading.*

Names of Nations.	States of Prussia.	Russia.	Sweden.	Copenhagen.	Dantzic.	Courland.	Swedish Pomerania.	Rostoc.	Denmark.	Prussia Proper	Elsineur.	Lubec.	Baltic Sea in general.	Total.
Wheat	247	4	—	—	95	2	25	17	—	—	—	—	—	390
Rye	217	18	13	8	95	32	22	22	7	—	—	—	—	434
Barley	—	—	6	7	2	16	4	7	3	16	—	—	1	62
Corn in general	—	4	32	12	1	5	16	24	13	6	—	—	—	113
Cordage, linen, &c.	9	8	—	—	11	—	1	—	—	—	—	—	—	29
Mats	—	32	2	1	—	—	—	—	—	1	—	—	1	37
Balks, deals, planks	687	313	36	2	77	34	3	—	11	—	—	2	4	1169
Ship timber	112	—	30	1	52	3	3	—	2	—	1	3	3	210
Iron, copper, brass, &c.	5	196	297	3	—	—	3	—	2	—	—	2	—	508
Tallow and leather	2	67	—	—	—	—	—	—	—	—	—	—	—	69
Pitch and tar	1	2	94	3	—	—	1	—	9	—	—	—	—	110
Ashes, pot and pearl	39	5	1	—	45	2	—	—	—	—	—	—	1	93
Pease, flour, and provisions	—	—	—	11	—	1	1	—	—	—	—	—	—	13
Stones, powder, and saltpetre	—	—	—	8	—	—	—	—	—	—	—	—	—	8
Hemp and linseed oils	66	168	—	2	—	21	—	—	—	—	—	2	—	259
Lime, chalk, and bricks	—	—	5	—	—	—	—	—	—	—	—	—	—	5
Hemp and tow	36	279	—	12	—	22	—	—	1	—	—	3	—	353
Salted fish	—	—	4	16	—	—	—	—	—	—	—	—	—	20
Different goods	2	115	5	248	2	—	2	—	4	—	4	3	—	385
Flax	1	4	5	77	1	1	1	—	11	—	16	1	3	121
Total.....	1424	1215	530	411	381	139	82	70	68	23	21	16	13	4388

Of these 4388 ships there went to	East Friesland . . 35	France . . . 508	North America . . 20
Swedish ports in the N. Sea 197	Holland . . 1074	Portugal . . 168	
Danish ports in general . 536	Austrian Flanders . 45	Spain . . . 128	Total 4388.
Bremen and Hamburg . 65	British Isles . . 1570	Italy and the Mediterra. 42	

Table of the Cargoes of Ships entering into the Baltic Sea, in 1789; *from what Countries chiefly, and of what their Cargoes consisted.*

Names of Nations.	Brandy, vinegar, and gin.	Distt wines.	Ale and beer.	Different fruits.	Olive oil.	Sugar and syrups.	Coffee.	Salt.	Herrings, fish, &c.	Iron.	Lead, pewter, copper, tin, and brass.	Glass ware, &c.	Stones, bricks, and marble.	Grain, malt, barley, grits, and rice.	Coals.	Stuffs and cloth.	Guns.	Planks, wood, and logwood.	Tobacco.	Horses, cows, and carriages.	Butter, bread, cheese, meats, and provisions.	Divers goods.	In ballast.	Total.
Swedish ports	2	—	—	—	—	—	—	35	257	1	—	—	1	8	4	—	—	6	—	1	—	6	27	348
Bremen and Hamburg	6	—	—	1	—	5	—	2	—	—	—	—	1	1	—	—	—	1	—	—	1	27	68	115
Holland	13	—	—	3	—	2	2	26	9	2	—	2	57	3	—	1	—	1	4	—	5	179	559	870
France	9	135	—	—	—	4	9	71	—	—	—	1	—	—	—	—	—	—	1	—	—	132	178	560
Spain	1	9	—	3	—	1	—	65	—	—	—	—	—	—	—	—	1	1	—	—	—	19	5	85
Portugal	—	10	—	3	—	3	—	45	—	—	—	—	—	—	—	—	—	—	—	—	—	4	1	66
Italy and Mediterranean	—	4	—	3	1	1	—	26	—	—	—	—	—	—	—	—	—	—	—	—	—	12	2	49
British Isles	—	—	27	—	3	—	—	56	—	1	14	3	7	5	200	27	4	5	1	11	—	1136	1084	1512
Austrian Flanders	—	—	—	1	3	—	1	4	—	—	—	—	—	—	—	—	—	—	—	—	—	4	105	118
Danish ports	—	—	—	—	—	6	—	28	161	54	1	3	2	2	3	1	—	179	—	—	21	44	47	542
East Friesland	—	—	—	—	—	—	—	—	4	—	—	—	28	2	—	—	—	1	—	—	1	—	16	52
North America	—	—	—	—	—	—	—	—	—	—	—	—	—	5	—	—	—	—	—	—	—	—	1	13
Total.....	31	158	27	14	7	22	12	378	431	58	15	9	96	26	207	29	5	194	6	12	28	1565	2081	4427

Of these 4427 ships there went to	Rostoc . . 68	Dantzic . . 239	Baltic, without the destination
Elsineur . . . 42	Lubec . . 52	Prussia . . 965	being precisely known . 1134
Copenhagen . . 549	Sweden . . 309	Courland . . 71	
Denmark . . 92	Swedish Pomerania . 45	Russia . . 861	Total 4427

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Exports and Imports of France, to and from the different Ports in the Baltic Sea, in the Years 1789 *and* 1790.

Exported from France in		1789.	1790.
Alum	lbs.	1450	2280
Almonds	——	230000	183347
Anise	——	4600	3471
Antimony	——	——	1600
Brandy	hhds.	17800	13222
Capers, olives, &c.	bar.	807	337
Chesnuts, dry nuts, &c.	bag.	279	57
Cinnamon	lbs.	——	270
Coffee	——	——	5819754
Cocoa	——	6529960	30768
Cochineal	——	117	138
Conserves of different kinds	——	750	552
Cotton	——	76000	15161
Cumin	——	11100	——
Cloths, fine	——	——	141
Cotton, thread, &c.	——	8210	15078
Cork	——	——	38820
Corks	——	——	3029
Figs	——	39716	20888
Flints	——	——	258
Gall-nuts	——	37040	24165
Gum	——	3500	3347
Goods of different kinds	rixdol.	250000	184407
Glass ware & glass for windows	chests.	250	79
Ginger, and other spices	——	11400	——
Hams	casks	——	9600
Honey	——	——	145
Indigo	lbs.	68000	55871
Iron-works	shlbs.	1050	7239
Kali, or salt-wort	——	——	9920
Linen	——	——	184
Liquors	——	——	212
Lemons and oranges, fresh	chests.	937	1133
Olives and capers	——	807	508
Dye-wood	——	——	——
Orleans	——	——	6662
logwood	——	——	6000
Rocou	——	——	4000
different kinds of dye	——	85000	——
divers drugs	——	109900	——
Paper	bales.	977	16205
Pears and apples	casks	617	630
Pepper	——	——	1085
Perfumery	——	——	681
Pitch and resin	shlbs.	319	118
Provisions of different kinds	——	——	2925
Prunes	lbs.	1800060	1361135
Pranella's	lbs.	100000	——
Quicksilver	lbs.	329	——
Raisins of different kinds	lbs.	54000	47591
Root-liquorice	——	——	43540
Rice	——	546000	47672
Saffron	lb.	411	473
Saltpetre	——	——	231400
Salt	lasts.	8500	284
Silk in stuffs	pieces.	247	195
stockings	——	3780	6698
Silk of different kinds	——	——	1250
Soap	lbs.	105000	90830
Sulphur	——	370000	211400
Sugar	lbs.	16537976	14026838
Syrup	bar.	4000	5529
Tartar	——	180000	78720
Tobacco	——	168000	11747
Turpentine	——	390	100080
Verdigrease	——	——	40640
Vinegar	bar.	4040	4330
Vitriol	——	——	1280
Vonnedes	packs	——	150
Wax-lights	——	——	72
Wine	bar.	——	5573

Imported into France in		1789.	1790.
Almonds	lbs.	150	——
Ashes, weed-ashes	bar.	7000	4512
Alum	——	——	281
Barley	last.	200	400
Beams	pieces	10000	7400
Bowsprits	——	——	72
Burtills	——	——	36
Bristles	——	——	77
Caviar	bar.	10900	19
Copper and brass	shlb.	5000	3848
Candles	chests	——	509
Cloths, common sail do.	packs	2000	5336
Ravenducks	——	——	631
Elems	——	——	31
homespun	bales.	67	325
Flax, clean	lasts.	150	——
for spinning	——	——	265
Fur, and different goods	rixdol.	50000	31
Quintal gunpowder	——	——	1000
Hemp, clean	lasts.	7000	——
for spinning	——	——	31624
Hemp-seed	last.	50	48
flax do. different kinds	——	800	44
Hemp, oil, &c.	bar.	3000	71
Hare-skins	bales.	40	71
Isinglass	lbs.	9000	1793
Iron in bars and plates	shlb.	96000	49146
Leather skins prepared in Russia	ps.	150	283
Masts and wood for ships	——	19988	1928
Manes	bales	——	35
Nails and fastenings for ships	ps.	1000	3827
Oats	last.	100	682
Ox-skins	——	——	1150
Pitch and tar	bar.	21080	1202
Pease	last.	20	13
Potashes	shlb.	——	4139
Planks 7 to 14 ft.	doz.	——	18435
15 to 20	——	——	3435
20 to 30	——	——	740
Quills	sack.	20	640
Ropes tarred	lasts.	125	81
Rye	——	2250	2636
Rouge, common for dye	——	——	284
Ship-timber and pipe-staves	ps.	50000	1925
Steel	shlb.	600	248
Stones diamonds	doz.	35000	1540
Ships masts	——	——	278
topmasts	——	——	469
small do. for boats	——	——	280
Spars, &c.	——	——	1329
Tow, hemp	last.	10	1985
flax	——	180	2003
Tobacco of Ukraine	bar.	3	2
Table-services	pcs.	——	514
Tallow	lasts.	800	2102
Wax-lights	chests.	3	——
Wax	casks	100	4920
Wheat	lasts.	80000	5787
Wool, common	lasts.	30	9440

Though France has ceased to be a commercial nation, and instead of furnishing colonial produce to many nations which it did till the year 1790, on the continent, not having the means of supplying itself, yet it still continues to produce wines and brandies which are carried away in neutral vessels, and to import the produce and manufactures of other countries partly by neutrals, and partly smuggled in through Holland, Germany, and Switzerland. The trade, however, is greatly diminished, as it has less means of paying, and having itself no direct communication, the articles it imports come dearer, while those it exports must be sold cheaper and in less quantity.

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In endeavouring to shew the quantity of the principal articles exported from all the ports of the Baltic to all places; reckoning upon the average, betwixt the years 1801 and 1803, the following is nearly correct:

Iron	66800 Tons
Hemp	62500
Flax	18700
Tallow	34800

GRAIN EXPORTED	in 1801	and 1802.	
Wheat	994609	1082941	quarters.
Rye	689133	1166537	
Barley	193046	194683	
Oats	97337	168201	
Pease	32129	32470	
Total	2012254	2594832	

Timber in masts, yards, spars, balks, deals, battens, staves, oak plank, and wood of all descriptions, too tedious to mention; as well as many other articles of inferior importance.

The number of trading vessels belonging to the states and nations around the Baltic, including those of Norway and Holstein, in 1804, was 4134, carrying about 493,417 British tons.

The aggregate value of the exports from all the Baltic ports to all places, according to the prime cost price, shipped on board, (upon the average of the exchange) betwixt the years 1801 and 1803, may for the whole of the Baltic trade be reckoned,

Iron	about	£1000000
Hemp	——	2590600
Flax	——	1028500
Tallow	——	2497000
Grain in 1801	£6762590	
1802	8454200	
	15216790	
Average of the 2 years		7608365
Wood of all sorts as before described, including that from Norway		1589800

Linens of all kinds, particularly since this trade has partly gone by way of Stettin	£1020000
All other articles as ashes, bristles, butter, and provisions, caviar, cordage, copper, hempseed, linseed, and their oils, hides, glue, and horns, leather, pitch and tar, wax, feathers, and sundry other articles to all quarters	2186000
	£19522265

The aggregate of the trade of the Baltic, may then, in great exportation years of corn, be reckoned to amount to no less a sum than twenty millions sterling; a sum, greatly beyond that which was ever conjectured. The price is calculated according to the actual

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average prices paid, and the exchange of those periods actually drawn upon England, Amsterdam, and Hamburg.

When there is no great exportation of grain, the difference in amount in the Baltic trade is considerable, and must of course have some influence upon the exchange on England.

The ordinary quantity of corn exported from the Baltic, at the medium prices amounts annually to about two millions sterling. But some years it has amounted to the immense sum of eight millions, which is more than the regular produce of all our West India islands put together!!!

The share which Great Britain has of the Baltic trade, (not taking grain into the calculation,) amounts to, at least, two-thirds of the whole; consisting of iron, hemp, flax, and tallow, which latter article is in a still greater proportion; of wood or timber nearly the whole. Without grain, the aggregate trade of the Baltic is then twelve millions sterling; this fact is confirmed on examining the official accounts of Great Britain, which, according to the rates fixed at a very remote period, that is, at the end of the seventeenth century, and reckoning some only double the rate then fixed, (many treble, and even more,) it brings the actual amount, upon the average of the three last years, to near eight millions and a half sterling per annum, at the most moderate rate, but it is near nine millions in the actual cost to the country. The articles of exportation are many of them new, which are put at nearly their proper value, whilst the old staple manufactures of the country remain stationary, and they are not now exported in any quantity; so that the Baltic trade is a very losing one to Great Britain; it will be shewn still more strikingly, when treating of our resources. We might raise all the articles we take from that quarter amongst ourselves at home, or in our own plantations, and employ the same quantity of shipping, and the same number of men. France sets Great Britain an example in this point; being driven out of the Baltic trade, (excepting some little by the Holstein canal,) she wisely produces the raw material, and establishes similar manufactures within herself. She has become independent of any external supplies, exporting her own produce, and manufactures of luxury and inutility, to that quarter; from whence she takes little or nothing back.

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A statement follows of the trade of Great Britain with the Baltic, from the official accounts, beginning in the year 1701, at various intervals, till 1785, and from 1791 to the present period, distinguishing England from Scotland according to the rated value which has been fixed partly in the year 1696.

The share which all countries have in the trade of the Baltic, will partly be judged of by referring to the number of vessels of each passing the Sound. An account of the vessels of different nations which have passed through the Holstein canal does not appear; those being chiefly Prussian and Danish, it must be a natutural conclusion to every one, from what has been said, that the Dutch and French have the greatest part of the trade that way.

The following is the official account of the trade of Great Britain with the Baltic; by which is meant, all the states and powers surrounding that sea. Norway is included as forming part of Denmark, to shew in the strongest point of view the increase of the Northern trade; the amount is given at several periods betwixt the years 1700 and 1786, and each year from 1791 till the present, distinguishing England from Scotland.

	Imported.	Exported.		Imported.	Exported.
1701	£417245	£334346	1745	£868271	£304786
1705	525789	264623	1750	1195702	363060
1710	465161	301143	1755	1202963	368350
1715	605565	342946	1760	932229	351211
1720	583104	432426	1765	1416593	497478
1725	728257	230681	1770	1435676	451905
1730	736079	299975	1775	1247096	462517
1735	765178	257763	1780	1754839	547916
1740	770709	283860	1785	2411090	719483

	ENGLAND.		SCOTLAND.	
	Imported.	Exported.	Imported.	Exported.
1791	£2239741	£1101304	£588520	£36413
1792	2383584	1347192	451785	51643
1793	2810396	827157	412581	46278
1794	2360000	1349790	543627	43181
1795	2416314	1778574	440628	69372
1796	3738526	1927294	667208	67289
1797	2376684	1889788	404176	41473
1798	3148468	1722482	678927	58550
1799	3425302	1446037	832042	61730
1800	4040899	2450733	625327	36492
1801	3733497	2061346	406759	36374
1802	3152061	3039116	569699	54993
1803	3142212	5028756*	637579	398786
1804	———	———	814197	441848

* Denmark and Prussia have had so considerable an addition to make the difference.

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The foregoing account shews, in a very distinct and evident manner, how much the French revolution, and the war that followed, have turned the trade into a Northern Channel, both in the exports and imports; but particularly the former, which have risen to about ten times what they were previous to that event: and even the interval of *peace* did not draw commerce back to its former channel, which gives reason to think, that, were the present order to cease, (or rather disorder,) commerce would not, for a long period, return to the situation it was in previous to 1790.

The following table shews the aggregate of the trade and navigation of Great Britain with the Baltic, during three of the most remarkable years, selected for that purpose; viz. when the northern confederacy commenced, and the embargo took place on British shipping in Russia, in 1800;—its termination, and the battle of Copenhagen, in 1801;—and of the general peace in 1802. In 1800 the countries are distinguished according to the manner in which the official accounts are kept at the custom house; but, in 1801 and 1802, the aggregate only is given.

	Value of imports from the Baltic	Value of exports to the Baltic.			Shipping.											
					Inwards.						Outwards.					
					British.			Foreign.			British.			Foreign.		
		British manufactures and produce.	Foreign merchandise.	Total of British & foreign merchandise exported.	vess.	tons.	men.	vess.	tons.	men.	vess.	tons.	men.	vess.	tons.	men.
	£	£	£	£												
Denmark . .	241562	186703	353994	540698	170	18696	1330	1126	178849	9994	343	55125	3015	915	160213	8526
Russia	2302098	557374	467960	1025335	766	163464	7517	55	13114	617	693	165219	7701	129	25896	1180
Sweden . . .	309280	29761	49079	78840	94	10308	591	267	39141	2249	62	8088	422	185	28055	1592
Poland . . .	393041	17802	30099	47902	176	31124	1481	138	25769	1185	75	11742	613	40	10281	494
Prussia. . . .	1340904	297185	497266	794452	555	109371	5190	1365	159817	7272	297	54424	2718	1701	171246	9078
1800 . . .	4666887	1088828	1398400	2487228	1761	332963	16109	2951	416690	21317	1470	294598	14469	2970	395691	20870
1801 . . .	4138468	1112969	995343	2108312	1749	324718	15435	2511	377386	18812	1333	240545	12145	2393	440244	22623
1802 . . .	3723057	1495925	1598185	3094111	2415	457232	22911	1468	234216	12370	1458	262500	13230	1336	213701	11043

The trade to Germany goes (though not to the same places) ultimately through the same channels, and it has for several years, on an average, amounted to above 8,000,000 *l.* sterling. The whole amount of our exports to the northern countries, or by the channels, cannot be stated, on an average, to be less than 12 millions, which is more than two-thirds of the exports of this country to the whole of the continent.

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BOOK VI.

CHAP. I.

OF GERMANY IN GENERAL.

Remarks on the Trade and Navigation by the Rivers, Elbe, Weser, and Ems.—Description of the Silesian and German Linens, exported by Way of Hamburg and Bremen, alphabetically arranged.

THE North of Germany has certain commercial advantages, which many other countries do not possess, among which are principally to be reckoned the great rivers, the Rhine, the Elbe, and the Oder, and next the Weser and Ems, all which flow through and communicate with the greatest part of Germany; the Oder falling into the Baltic, the others into the North Sea, by which they export their produce and manufactures, and serve to convey the produce of other countries in return, which the south of Germany cannot do. The three rivers, the Elbe, the Weser, and the Ems, rise in different provinces of Germany, and, passing through Lower Saxony, all fall into the North Sea nearly at the same point. The Elbe is a river of considerable length, and navigable for a great way, but the other two are neither long nor navigable any distance. After having described each of them separately, we shall give a distinct account of the trade of Hamburg, Bremen, and Embden, which are the towns that principally engross the trade of those rivers.

As, however, the produce of all the countries through which they run is nearly the same, as well as the articles they import, we shall give general details; and as the linen manufactures in that

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quarter are encouraged and improved with great rapidity, and immediately concern the United Kingdom of Britain and Ireland in a particular manner, we shall give the principal sorts of them at considerable length, where and how manufactured, and the markets to which they are exported.

The articles exported from this country to those ports may be said to be a pretty equal distribution or assortment of East India and West India produce, and of our manufactures at home; for, excepting in the single article of linens, we can scarcely be considered as rivals to them, or dealing in the same sort of commodity. The principal part of our own manufactures, and colonial produce exported to the continent, is by the channel of these three rivers, and consists, at present, of woollens, cottons, and iron manufactures almost of every description.

We must here observe, that, in our own colonial produce exported to that quarter, we participate with other nations, particularly America, which country trades immediately from the islands with coffee, sugar, cotton, and other articles; in payment for their lumber and provisions from the West Indies, they take in return valuable cargoes of linens and manufactured goods from Germany, so that England loses the import on the one hand, and a market for her manufactures on the other. It would not come within the scope of this work to enter into all the details of the various articles exported from this country, or imported into it from Germany, when the Elbe is free, and Hamburg can carry on her trade uninterrupted. Some idea may be formed of it by the alphabetical list of imports into that city, stated at length under the head of Hamburg.

Description of the principal Sorts of Silesian and German Linens, arranged in alphabetical Order, according to the Names they pass by in Germany, and chiefly exported by way of Hamburg, Bremen, and Embden.

Bielfeld linen is the best sort manufactured in Germany; and, on account of its excellent quality, is preferred both to the Irish and the Dutch linens; it is exported to almost every part of the world, but in particular to America, where it is often sold at from 40 to 45 per cent. profit upon the invoice cost; it is exported again from thence to

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the West Indies and Spanish America in considerable quantities. It is made in the city of Bielfeld in Prussia, one house having the principal trade in this linen; it is from 1 to 1¼ yards wide, and the lengths of the pieces are from 30 to 60 Bielfeld ells, or from 18¾ to 37½ yards in length.* This place is very famous for fine linen, for which 125 rixdollars have been paid for a piece containing 60 Bielfeld ells unbleached, which is equal to 22*l.* sterling for about 37 yards.

Bleichtucher. This is a coarse kind of linen manufactured in the electorate of Hesse and Cassel; it is about one yard wide, and made up in pieces, containing 35 yards or 50 ells in length. The chief markets for this linen are Portugal, Spain, and the United States of America. In the former countries it is used in bleaching; and, in the latter, a part of it is used for the negroes; but a more considerable part is exported again to the West Indies for making coffee and cotton bags. This linen is sometimes improperly called Bleytucher, but Bleichtucher is the proper name for it; and each piece is marked at the end with the electoral arms—a red lion.

Bocadillos, a Silesian manufacture, from 1½ to 1¾ ells wide, and 38 ells or 36½ yards long. This linen is folded double, and put up in round pieces, tied with white packthread and three pieces of light blue paper on each end, and in the middle, on one of which, near the end, is a silver plated paper with the superscription Bocadillos. The chief exportation of this kind of linen is made to Spain.

Bretagnes, likewise a Silesian manufacture; it is from 1¾ to 1¾ ells wide, and is made up in pieces containing 11½ Breslau ells in length, in the middle of the piece is a red paper, cut in the form of a star, with the number, which describes the quality, printed on it. When this linen is made, it is in pieces containing 60 ells in length, which, when bleached, are cut into five equal parts. It is always packed up in boxes containing 125 pieces each; two of these boxes are packed up, and sometimes even four, into one large chest made for that purpose, in order to prevent their getting wet, or receiving any damage on board the vessel in which they are exported. Patterns are taken from

* According to calculation eight Bielfeld ells are equal to five yards.

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each box of 125 pieces, which accompanies the chest. The assortment of this linen is made by sworn examiners, properly appointed for that purpose. The greatest part is exported to America, and from thence to the West Indies, where it is used for sheeting and bed-ticks in the better families.

Book linen is called so from its being put up in the form of a book; it is commonly 1¼ ell in width, and 24 Leipsic ells in length; three pieces of it are usually tied together with a red linen riband. It is a blue-striped and checked kind of linen, manufactured in Bielfeld, and likewise in Saxony; the chief markets for it are America and the West Indies; where, in particular, the checked sort is used for seamen's shirts, and the striped for curtains, trousers, jackets, &c.

Caserillos. This sort is made in Silesia, woven of raw yarn, and afterwards bleached; it is 1½ ell wide, and put up in rolls, containing 19½ Breslau ells, which is but the third part of a whole piece. Half a roll contains 28⅝ ells; on the end is tacked a bit of red silk, with a number which indicates the quality. This linen is packed up in boxes of 100 rolls of 28⅝ ells in each, or 150 rolls of 90½ ells each; and patterns are taken from each. An assortment of Caserillos, commonly consists of 400 pieces, or rolls of 28⅝ ells each, or 600 of 19½. The chief market for this linen is Spain and Portugal.

Cavallines, likewise a Silesian manufacture, from 1½ to 1¾ ell wide, and bleached. It is a very dense and strong kind of linen put up in round and long pieces, folded double, containing 58 Breslau ells; after it has been pressed, it is packed up in blue paper, on which is a silver plated paper, with a horse in a leaping posture, or sometimes two horses, one above another, from which it derives its name, given it by the Italians, for which market it is chiefly exported.

Cholets, is a raw and unbleached linen, chiefly of Silesian manufacture, 1½ Breslau ell wide; it is folded singly in its whole breadth; each piece contains in length 58 Breslau ells; it is tied round with four slips of light blue paper, four fingers in breadth each. On the slip nearest the end, is a figure representing a silver crown, and a number describing the quality, printed on it. It is packed up in boxes, containing 50 pieces each; patterns are taken from each box, according to which

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the purchases and sales are made by the merchants. An assortment commonly consists of four boxes, or 200 pieces, and which have four different numbers. The narrow sorts of this linen are exported to Spain, where it is divided into four different qualities, viz. common, (called by the Spaniards) ordinarias; middling, entrefinas; fine, finas; superfine, y superiores. The wide sorts are exported to Lisbon; but the narrow to Oporto. The name of Cholets is derived from a place in Anjou, where these linens were first manufactured.

Creas, are made in Saxony and Bohemia, and likewise attempted in Silesia; they are 1⅛, 1¼, 1½, and 1¾ Leipsic ells wide, and each piece contains 108 ells in length. The yarn of which this linen is made, is bleached before it is woven. The assortments are chiefly the following:

1. Those which are 1⅛ ell wide, are called in Italy, tele corame ¾; and in England dowlas of 32 inches; and these two countries are the chief markets for it; but considerable exportations of this sort are made from Hamburg, Lubec, and Bremen, direct to America, and to the West Indies, where this sort of linen meets with quick and advantageous sales.

2. Those of 1½ ell wide, are called in Spain, creas anchas; and in France, créas larges; they are distinguished according to their quality in density and fineness, as well as to the countries to which the different sorts of them are mostly exported.

The common kind, called sleeked dowlas, is but ill adapted for the Spanish trade, and the lowest in quality; yet, on account of their fine weft, are finer than the rest.

The middling quality is only adapted for the Italian trade.

English sleeked dowlas, are of a dense quality; and loom dowlas is an uncommon fine and dense kind of linen. These two sorts are only woven of the best Meissen, Brunswick, and Halberstadt yarn, and solely destined for the English market.

3. Those that are 1¾ ell and 1⅞ ell in width, are of the same quality. The chief markets for this sort of linen, are the upper parts of Italy and Spain; yet it is likewise sent in considerable quantities to

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Barbary, and in particular to Algiers and Tunis, by the way of Leghorn, where it is principally used as winding sheets for the dead.

4. Dowlas ?, as they are called in England, is the fourth sort of creas 1¼ ell wide; they bear the same distinction with those of 1¼ ell wide, and both sorts are in pieces of an equal length, except that this sort is commonly made up in half pieces. The creas derive the name of morlaix from the city of Morlaix, in Bretagne. To these creas belong likewise the rough dowlas, from 1¼ to 1½ ell wide, and 108 Leipsic ells in length, which only differ from the common sort of creas, by being woven of raw yarn. They are mostly exported to Portugal, where they are called Pano Ferro.

Druck linen, a Silesian manufacture, which by some is bleached quite white, and by others only half bleached. It is 1½ ell in breadth. By some manufacturers it is left in its full length, as the pieces are made; by others it is divided into pieces, containing 58 ells each. It is taken off from the bleaching ground, without being dressed up. Many merchants or manufacturers leave the one end of the piece out, to which a piece of paper is fixed, marked with the number of ells it contains. Merchants, who give orders for this linen uncut, ought to notice precisely the length of the piece. The chief market for this sort of linen is England, but much is also exported to America and to the West Indies.

Essen linen is a very strong kind of linen, made near a little place called Essen. It is almost of the same quality as the Osnabruck linen, with which it has the same numbers; as 1, 2, 3, 4, 5, &c.

Lovent linen is a good, strong, and dense sort of hempen linen, the yarn of which is spun entirely of hemp, and the weft of hempen tow carefully spun. It is for the most part manufactured in the cities of Bergholzhausen, Versmolet, and Halle, and in the different parishes in their vicinities. The lengths of the pieces are very different, and contain from 50 to 60, 120 and sometimes 130 double ells. A double ell is what the manufacturers of this linen call a staple measure, containing four feet in length; and 100 of these ells are equal to 175 Flemish ells. But most of the pieces are between 100 and 120. The sales are made by 100 staple ells. The width of this linen ought to be

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one Flemish ell, according to the prescription, with the stamp of the staple office put to it, which contains the Prussian arms, viz. a black eagle, and the letters F. W. R. But many pieces are not of that width, and nevertheless there is a stamp on them. The colour of this linen is indifferent, so that a premium is fixed for that which is the best bleached. There are no certain numbers in the quality of it, although there should be, according to the laws of the staple-right. The whole length of the piece is put up in leaves, and one of the inward ends is marked with the running number of the manufacturer on each piece; then both sides are laid up together and tied with black packthread. Each piece is commonly marked with a crown on the top, with the name of the manufacturer in it, and a description of the quality. A bale of this linen commonly contains 18, 20, or 24 pieces, wrapped up in 60 or 100 double ells, of course Munsterland linen; however, the finest sort is packed up in boxes, containing 12 pieces each. This linen is mostly sent to Bremen, Hamburg, and Amsterdam. The lowest quality is exported to America and the West Indies, for the use of negro shirts, jackets, trousers, and likewise for cotton and coffee bags.

Meyer linen is a good strong kind of hempen linen, made in the principality of Lippe, and is sometimes called Lippish white linen.

Möbel linen is manufactured in Silesia, Bohemia, and Saxony. It is of different breadths; the first sort is 1¼, the second 1½, and the third 1¾ Leipsic ells. This linen is made of dyed yarn, interwoven into it, either striped or checked, and is divided into three different qualities—common, middling, and fine; but the price of it is fixed according to the width, colour, and nicety of the pattern; for if there are several different colours in a piece, then the piece is higher than that which has only one. It is put up in pieces of 72 Leipsic ells. The chief markets for it are Italy, Spain, America, and the West Indies, where it is made use of for all domestic purposes. Under the name of this linen are other sorts, with different descriptions.

1. *Arabias.* The width and length is equal to that above described, and there is no other difference between these two sorts, than that the

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stripes in the Arabias are of a red colour, interwoven with Turkish yarn. The price is fixed according to the fineness of the quality.

2. *Bontons* are 1¼ and 1½ Leipsic ell wide, and 60 ells long, mostly blue striped and checked, but of the lowest quality. They are commonly cut into three equal lengths or pieces, either of which contains 20 ells. The chief markets are America and the West Indies, where they are only used for seamen's shirts, cloths, &c.

Munsterland linen. This is a sort of hempen linen, the breadth of it is equal to that which is called Lovent linen. The best quality of it can only be reckoned equal to the lowest sort of the former. It is mostly made in and about the cities of Lippstadt, Rillberg, Stromberg, and Paterborn. The worst quality is made in the two latter cities. The chief markets for it are America and the West Indies.

Osnabruck is a very strong and solid kind of hempen linen, manufactured in the bishoprick of Osnabruck. Its width is 1½ Bremen ells, and from 100 to 103 staple or double ells in length. The exact measure of the piece is fixed to each by the staple office. The chief markets for it are America, the West Indies, and Spain.

Besides the Osnabruck linen already described, there is another sort of home-made linen manufactured in the county of Hoye; especially in the districts of Syke and Tedinghausen. The yarn of which it is made is spun of flax, and the weft of flaxen tow; it is put up in pieces, containing 72 double ells, and is about 1¼ ell wide. The only market for this sort of linen is the city of Bremen, the merchants of which buy it from the farmers, by whom it is made. It is mostly exported to Spain, and sometimes direct to America and the West Indies. The whole produce of linen in the county of Hoye amounts to nearly 150,000 rixdollars per annum.

Mell linen falls under the very same description; the width, length, and quality are the same, only that this is bleached. It is manufactured in the parish of Mell, on which account it bears the name of Mell linen.

Paderborn is a very coarse linen; the yarn of which it is made is spun from flaxen tow, and is only fit for packing linen, or for wrap-

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pers. It is made up in pieces, containing from 21 to 22 Cologne ells.

Plattiles Royales, a Silesian manufacture, 1⅓, 1½, and 1¾ Breslau ells wide, and 58 ells in length. It is a very fine and well bleached sort of linen, put up in the very same manner as the Cholets, only the slips of paper around it are of a violet colour, tied to it with red or white packthread. On the slip near the end of a piece is a silver-paper, with the inscription Plattiles Reales, together with the number describing the quality. This linen is properly destined for the Spanish American and West Indian markets.

Plattiles Simples, likewise a Silesian manufacture, 1¼ ell wide, and 14½ ells in length. The pieces are put up and tied in a round form with a white packthread, and then inclosed in large sheets of dark-blue paper, and tied again with white thread. A small silver-plated paper is commonly fixed near the end of the sheet, with the inscription, Bocadillos, or Plattiles Simples. Some manufacturers put a crown on it, and others a red paper, with different inscriptions. These plattiles are in particular adapted for the Spanish trade; they are even exported in considerable quantities to the coast of Guinea, by the way of France.

Ravensberg. This sort of linen was first made in the year 1800, and invented by a gentleman of the name of Ebeling, a merchant of the city of Bergholzhausen, and a considerable linen trader. It is made of the best and strongest quality of hempen tow, called Lovent linen, the quality of which is before described. A piece contains 50 Flemish ells in length. The pieces are put up single in their full width, and then committed to the press. It is of three different qualities, marked No. 1, 2, and 3; or sometimes it is numbered in this way, ¹⁄₁, ¹⁄₂, and ¹⁄₃, and afterwards tied at each end with blue packthread. Although it is an imitation of the Russian ravenducks, but inferior in quality, the lowest sorts of those are much finer, evener, and better than the best sort of the Ravensberg linen, because the Russians spin the yarn designed for this purpose of pure hemp, without any intermixture of tow; whilst, in the county of Ravensberg,

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the yarn of which the linen is made, is but partly spun of pure hemp, the weft being spun of hempen tow. However, the Ravensburg linen is very strong, and much cheaper than the Russian ravenducks.

ROUANES. This is woven in the raw yarn, and afterwards bleached; it is partly manufactured in Silesia, and partly in Lausitz; it is two Breslau ells wide, and 84 ells in length, and put up in its full breadth in the form of a book, and tacked together with five tufts of red and green, or blue and green silk. The manufacturers in France fix another mark to the pieces, under which the number of the quality is written. Fifty pieces, divided into two numbers, commonly make up an assortment. The market for this linen is the West Indies.

SANGALLETTENS may be had of any colour; they are from 1½ to 1¾ ell wide, and 18 or 24 Flemish ells in length. This sort of linen is woven of raw yarn, and afterwards bleached; but that which is to be dyed in black is left unbleached; that intended for other colours is something more than half bleached; but that which is to have a rose-colour must be perfectly white. This linen is frequently sent to Hamburg to be dyed, and has a preference to that which is dyed in Silesia. It is cut in pieces of different lengths; those which contain 22½ Breslau ells are mostly exported to Spain, where they call them *de* 15 *varas*. It is folded double and inclosed in a paper that has the same colour of the piece which is inclosed within, and which is made for this particular purpose, with a sign on the top of it. Those pieces that contain 10 ells in length are sometimes called Hollandillas; it is owing to a distinction made in the tariff of the Spanish duties between Sangalas and Sangaletas: the duties on the first are equal to the Hollandillas, and the latter are frequently called in Spain *lustrinas de lino*, and there serve chiefly for the lining of hats. The name of Sangalletten is originally derived from St. Gall, in Switzerland, where this sort of linen was first manufactured.

SCHLEIER, or Silesian lawn, is woven of raw yarn, and made in the manner of cambric. It is mostly manufactured in Silesia, about Hirschberg, and likewise in Saxony, Suabia, and in Switzerland. It is 1½ ell wide, and, when first made, 54 Breslau ells in length, which, however, is cut into four different pieces, containing 13½ ells each.

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The numbers, describing the different qualities, are written on bits of paper and tacked on each piece, after which they are inclosed in black paper and tied with white packthread. The different assortments and qualities of these lawns are the same as those mentioned before. The 6-4th raw long lawns are particularly destined for the English market, as well as those bleached in Silesia, and pass by the name of 6-4 Hamburg bleached long lawn. The 7-4 lawns are mostly exported to France for printing.

STEINHAGER linen is a very dense, fine, and well bleached linen, made in the small market town of Steinhagen, in the neighbourhood of the city of Bielfeld. It is put up in pieces, containing 20 Cologne double ells each, and sold by the piece: it is only made in this small place; on account of which it is very scarce, and the price high. It is mostly packed up in boxes, and exported to America by the way of Bremen and Hamburg, where there is frequently a great demand for it.

TECKLENBURG. This is a very strong and lasting sort of hempen linen, manufactured in the county of Tecklenburg, the materials of which are the same as those of the Lovent linen, and made in the very same manner; yet it looks not so fine, on account of its not being calandered, after it has been measured at the staple office. The length of the pieces are very unequal, and contain from 70 to 100 double ells a piece, and sometimes more than that. Its width is the same as that of the Lovent linen. Its quality is distinguished by the name of Upperband, and Underband. Upperband is that which the staple officer judges to be the best quality, and the arms of the country are put on the end of the piece, above the white string with which it is tied, together with the number of ells it contains, and the name of the chief staple officer. The same is done to that which is called Underband, but with this distinction, that these marks are put below the string, which denotes that it is of an inferior quality. Both sorts of this linen are exported to America and the West Indies, in very great quantities, both from Bremen and Hamburg, where it always meets with a ready sale, even when the trade in other kinds of linen is dull.

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WAHRENDORP. This is a very fine bleached linen, the quality of which is almost equal to that of Bielfeld; it is made in the city of Wahrendorp, and in the neighbouring market town of Freckenhorst, in great quantities. The yarn of which it is woven is spun in the county of Ravensburg. It is somewhat looser, and not so well made as the Bielfeld linen, neither is it quite so well bleached. Wahrendorp, and the neighbouring market town, have but an indifferent bleaching ground for their linen, in consequence of which it is frequently sent to Bielfeld to be bleached and prepared for sale; for which reason the Wahrendorp linen is mostly exported from Bielfeld. A piece contains 60 Cologne ells, or 45 Flemish ells; it is commonly sold in whole pieces; the length of the whole piece is first folded double, and made into a square form, after which it is put under a heavy press, and then inclosed in sheets of light-blue paper, and tied with white packthread. The name of the manufacturer, with the measure of each piece, and the quality, is written on a piece of parchment, and tacked to the edge of the linen. It is exported to America and the West Indies, by the way of Bremen and Hamburg.

WEBEN. This sort of linen is manufactured in Silesia, Saxony, and Bohemia. It is between 1⅛ and 1¼ Leipsic ells wide, and 72 ells in length; some is made of bleached, and some of raw yarn, and bleached afterwards. It is mostly exported to Italy. That which is made of raw yarn, and afterwards bleached, looks finer than the other, yet the quality of it is not so good and lasting as that of the yarn, which has been bleached before weaving.

WESER linen is a very thin and loose sort of hempen linen, manufactured in the principality of Lippe, in the neighbourhood of Lemgo, Detmold, Blomberg, Horn, &c. by the name of Weser linen; and it is known in America, likewise, as Munsterland linen.

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CHAP. II.

Of the River Elbe. — Its Communication with other Rivers and the Interior. — How it might be extended. — Of Hamburg. — Its Localities. — Sketch of its late and present State. — List of Ships arrived there, from all Places, in 1802. *— Tolls and Duties payable there. — Colonial Produce imported in several Years. — Linens brought into Hamburg from all Places. — The Bank. — Account of Grain imported and exported. — British Factory. — Moneys, Weights, and Measures. — Channels by which the Trade of Hamburg is carried on during the Blockade. — Alphabetical Specification of Goods imported into Hamburg from all Places in* 1802.

THE RIVER ELBE.

THIS fine river, which is of the greatest importance to Germany, and which may be made so to Europe, from the branches of those rivers which fall into it, may easily be made to communicate with others which have an opposite direction in their course, running to distant parts of Europe. It has its source in Silesia, not far from the Carpathian mountains, from whence spring the Oder and the Vistula, at an inconsiderable distance from each other, and which we have already described.

The Elbe runs along Bohemia; the rivers Sazawa and Moldau unite with each other, and run some distance, when they again unite with the Berauna, above Prague, and fall into the Elbe above Melnick. The Elbe begins to be navigable at Leutmeritz, and continues its course, taking in the river Eger, which has its source in Franconia, runs by Dresden and Magdeburg in this distance, receiving the Mulde, Pleis, Elster, Sala, and rivers of less note. The Havel, which communicates with the Oder, through Potzdam, and Berlin, described under the head of Stettin, falls into the Elbe, which pursues its course, and above Hamburg, divides into several branches, forming many islands, the current again uniting below that city; the depth of water admits the largest merchant-ships from all quarters, and where

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their masts have been seen to form almost a forest: after running about a hundred English miles farther, it falls into the German Ocean, forming some islands and many sand banks in the river, as well as its mouth; its navigation from thence to Hamburg begins to be difficult, even after passing Heligoland island.

The inland commerce from Hamburg, by means of the Elbe, is very considerable, and more extensive than the Rhine or any other river in Europe; but it labours under several restrictions and inconveniences.

All vessels coming from Bohemia and Saxony are obliged to unload their goods at Magdeburg, into Brandenburg vessels, except a few that come from Saxony with earthen ware, from Pirna with mill-stones, and from Bohemia with fruit, which are exempted on account of the danger or difficulty of unloading. Hanoverian vessels are permitted to go no farther than Schnackenburg. This transport of goods has very much decreased from what it was formerly, especially since the Emperor of Germany has tried to assist the trade of Triest, and the King of Prussia that of Stettin.

Silesia has lately had its goods partly forwarded by way of Stettin; and Saxony has been deterred from sending goods by the Elbe, on account of the extraordinary high Prussian duties on that river.

There is a far greater internal navigation from Hamburg throughout the continent than is easily imagined; this communication extends by means of the Elbe from the western and northern extremities of the German empire through Prussia to Austria, and even to the very interior of Russia, the Black and Caspian Seas. We shall mention first the canals from the Elbe, by means of the Havel and the Spree to the Oder, from thence up the Warta and the Netze, through the canal to the Vistula at Bromburg, whence the route may be taken by two ways, either up the Vistula and the Bug to the Muchawitz, or by the Frische Haff and Konigsburg up the Pragel, the canal from thence to the Njemen, up that river, and through the Oginsky canal, and both these channels after dividing in the Vistula at Bromburg, are united again by the Pripecz which falls into the Dnieper, so down that river to the Black Sea. The Elbe might be made to communicate with the Danube by

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means of the several rivers which have their sources near each other, containing a sufficiency of water, and respectively falling into those rivers; the Sazawa into the Elbe, and the Iglaw which unites with other rivers falling into the Danube above Presburg; likewise the Moldau might unite the Danube considerably higher up, which river again might be connected with the Rhine, either by means of the Necker or the Main, or by both; by such a communication in the interior of the continent, commerce might be carried on with uninterrupted career, from one extremity of Europe to the other, without the possibility of France molesting its progress, unless it subjugated Germany altogether.

If the same spirit prevailed in the empire of Germany as has been shewn by the illustrious monarch of Russia in his dominions, the interior navigation of Germany would not only produce a source of riches to themselves, but give great facility to, and increase commerce in general.

A beginning may be said to be made in Hungary; a canal is completed by means of the Theis, which falls into the Danube; this canal was finished in 1803, in which year 337 vessels passed through, carrying 287320 centner, 27050 eimer, and 243560 mezen of merchandize, of different descriptions.*

It is exceedingly to be regretted that so fine a river as the Elbe, with so many communications, and running through such an extent of country, should in its interior course be cramped and impeded by so many tolls and imposts, and so circumstanced at its mouth as it at present is by the blockade. There appears to be an unbounded jealousy, and unison of unfortunate events, and a jarring of interests to defeat the great advantages nature has given this fine river. It is not however unlikely but that this river at a future period will convey the principal commerce of Europe; the latter part of the first chapter of the first book, will better explain the reason of this suggestion.

* Many years ago it was projected to unite, by a canal, the Weser and the Elbe, in order to transport goods from Bremen to Stadt, and so to Hamburg; for this purpose a sluice was first built near Stadt, at an exorbitant expense, but when the canal was begun to be dug, from the nature of the soil, it was found to be quite impracticable, so that the sluice remains without a canal.

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Cuxhaven is the port of Hamburg, just entering from the North Sea, from whence the packets sailed during the last war to England, but at present they are driven from thence to Husum and Gottenburg.

HAMBURG.

In the first chapter of this book we have already shewn the rise and progress of this city, and the high rank it held in the Hanseatic league, towards the decline of which, it began to gain the principal part of the northern trade; after the dissolution of that league, for a series of years, it preserved with almost uninterrupted advantage the chief commerce of the north of Europe; when in this state, the French revolution laid the foundation for its subsequent commercial opulence and extensive intercourse with Europe and the world, by taking possession of Holland, and banishing trade and navigation from thence. Hamburg, from its advantageous and convenient situation, both in the approach for its external and facility for its internal commerce, its institutions, form of government, and commercial spirit of the people, drew at once the whole commerce of Europe into its lap. When France over-run Flanders and Holland, commerce was then driven into the Ems, the Weser, and the Elbe.

Hamburg, which had always been called the free imperial Hanseatic city, under the protection of the German Empire and other states, has experienced most strange vicissitudes within the last thirteen years. Till the beginning of the French revolution it had a regular settled trade, which it quietly enjoyed for a series of years. From 1789 till 1792 the French were the means of increasing its trade a little, by many of their operations, on account of their want of credit and the scarcity of grain, and other public wants, partly supplied by means of that city; but no sooner had the French entered Holland, than at once the commerce of Europe flew to Hamburg, which became the focus and central point, through which the trade of the European continent passed to Great Britain, as well as from thence and other quarters through it again to the continent. All at once, from a regular secure trade, we find a forest of masts riding in the Elbe; merchants flocking from all nations; the whole business of the north, the east, and the south

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of Europe, as well as the west, passing through Hamburg; it having the only direct exchange course open, facilitated by the old establishment of a Bank on the most secure plan of any in Europe.

The prodigious influx of commerce all at once pouring into Hamburg from all quarters, the moment the French entered Holland, was unexampled till 1799, when commercial credit experienced a great shock not confined to this city, but which went throughout Europe and the world; this impaired its trade some little, but there was no other channel: the events in the north in 1800 repeated that shock, owing to the northern confederacy, calculated to strike at the very vitals of Great Britain, by taking possession of Hamburg. This was effected, by the Danes, on the 29th of March 1801, which put a complete stop to every thing, for a short time; and when the Danes were about taking an account, in order to confiscate British property, the battle at Copenhagen once more gave freedom to Hamburg, and the state of Europe was such that necessity constrained the trade, immediately to pass through that city again with increased confidence all the following year, and still more so during the peace; for, even then, as trade had the last few years got accustomed to the new channels, it was not so suddenly diverted from thence, as it had been driven thither. The trade of that year, in a period of general peace, when all the old avenues were opened, and commerce might be said to be on a level again, still Hamburg preserved a greater share of the trade than was expected. The war breaking out again betwixt Great Britain and France in 1803, and the French army taking possession of Hanover, violating the integrity of the Germanic body, and the guarantees being passive spectators, Great Britain was compelled to declare the rivers Elbe and Weser in a state of blockade; thus, on the animated Elbe, which used to be covered with the flags of almost all nations, and a general bustle consequent upon great and extended commerce in a narrow compass, there is to be seen nothing but a few dismantled and old ships, and a few fishing vessels and others which can creep along to Tonningen, and other places upon the Elbe. Such have been the vicissitudes of this great city, and such is its present state; and although all the powers on the continent are more interested in its freedom, and the

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security of its commerce than Great Britain, yet they remain tame spectators of the aggressions committed on it, we must hope that it will not long remain so; those powers may now be convinced that Great Britain can carry on her commerce by different channels, of which we shall soon treat generally; and as Hamburg will still continue to be the first commercial city on the continent, we shall give some general remarks upon its trade and local conveniences. We have already described the Elbe, as being the source from which its wealth and commerce first sprang, and was produced.

Hamburg stands upon the north bank of the Elbe, about a hundred miles from the North Sea, at the south-east extremity of Holstein, something more than half an English mile from Altona. Hamburg is inclosed by ramparts and regular fortifications thrown up round the city, in the form almost of a semicircle, terminating on the banks of the Elbe: through the centre of the city runs the small rivulet Alster, which has its rise a few English miles to the north of Hamburg, forming a beautiful sheet of water before it reaches the city, and another within the walls, on the skirt of the south side of which, is a promenade, close in the city; upon the ramparts round the town is a beautiful parade, likewise a carriage road, pleasantly bordered with trees, from whence is a fine view of the surrounding country, the walls being the height of the tops of the houses. From the political state of Hamburg, and the French being close around them, last year the cannon were all sold and taken away, the shells broken, and the ammunition disposed of, and part of the ramparts cut down; indeed, if it is to be neglected by the powers guaranteeing its security and independence, the ramparts had much better be levelled, so that it will not become tenable either to friends or foes. The example set by Lubec, in demolishing her ramparts, is praise-worthy, but it would be more so in Hamburg, if those ramparts were demolished, the constitution of the republic would not be injured; it would still have the same consideration it now holds; protection it has none. When we consider the great improvements which have been made in other places by destroying the ramparts, and the influx of strangers, increase of buildings, and improvements, as well as that riches have augmented, we

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may expect, should Hamburg hereafter be properly protected, and secured in her independence, that she must flourish beyond any other. Her ramparts now useless, being levelled, the conveniences would increase on one side, docks for shipping and commercial conveniences might be established on the other.

Hamburg, standing on the banks of the Elbe, has no docks to receive shipping, only a small inlet, or recess, so that the vessels must all lay in the stream; others again are moored to piles, forming a sort of harbour inclosed from the river, but all perfectly secure. The town is intersected with a number of canals, in which lighters convey the merchandize from the ships to the warehouses, which are mostly at the back of the merchant's houses, the canals running behind them; the other side forming a similar range of buildings and streets. It must, however, be understood, that, like all old cities and towns, there is not any regular order here, as in one part of Amsterdam.

The whole City of Hamburg does not stand equally low; it has gentle rising ground and gentle descent, so as to carry off impurities. In many parts of the town the streets are very narrow, and the houses built in the old fashioned style, with large halls or entrances, in which merchandize is frequently stowed when warehouse room is scarce. Upon the whole, the local convenience of Hamburg for commerce is better than most northern cities, and that of the ships of all sizes getting close up to the city is not one of the least; it is the only one in the north-west part of the continent, or indeed the whole north of Europe, (Copenhagen and Antwerp excepted,) which enjoys such advantages.

The following table will shew the number of vessels which arrived at Hamburg, from abroad, and those vessels properly built for internal navigation.

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Ships that entered the Port of Hamburg.

SHIPS.	1794	1795	1796	1797
In all from foreign places . . .	1820	2107	1919	1869
Of which Americans	208	236	110	116
Arrived from the Elbe, Berlin, Lauenburg, Lüneburg, and Magdeburg	942	——	——	——
Greenland ships	25	18	19	19

Ships and Vessels of all Descriptions arriving at Hamburg.

	1798	1799	1800	1801	1802	1803	1804
From foreign places . . .	2005	1960	1895	2177	2108	1615	None, on
Inland craft, &c.	143	174	137	——	——	——	account
From Berlin	——	——	——	43	41	30	of the
Lauenburg	——	——	——	118	84	79	blockade,
Lüneburg	——	——	——	234	200	163	its trade
Magdeburg	——	——	——	37	34	44	being in
Buxthude	——	——	——	——	——	15	the Da-
Hamburg	——	——	——	——	——	1	nish ports
Total . . .	2148	2134	2032	2605	2467	1947	——

I have already mentioned, that the peace of 1802 did not divert the trade from Hamburg in the manner which might have been supposed; on the contrary, it nearly equalled 1801, which surpassed that of any other year in the zenith of its recent commercial eclat. We shall give an alphabetical list from whence ships arrived at Hamburg, and the number from each port in 1802.

List of Ships arrived at Hamburg, arranged alphabetically.

Number of vessels.	Places from whence arrived.	Number of vessels.	Places from whence arrived.	Number of vessels.	Places from whence arrived.	Number of vessels.	Places from whence arrived.	Number of vessels.	Places from whence arrived.
7	Aalburg	10	Bayonne	6	Boston	1	Canton in China	1	Christiansund
1	Aarhuys	4	Baltimore	53	Bourdeaux	1	Cape of Good Hope	1	Colchester
3	Abo	2	Barcelona	5	Von der Bracke	5	Carlscrona	8	Copenhagen
2	Abuserfiel	1	Barth	95	Bremen	1	Caslshaven	2	Cuxhaven
4	Ackumerfiel	2	Benserfiel	4	Bridlington	8	Carolinerfiel	78	Dantzic
1	Algeseira	16	Bergen	5	Bristol	1	Cassano	1	Demmen
2	Alicant	6	Bilboa	3	Buenos Ayres	1	Ceffalonia	7	Dieppe
135	Amsterdam	1	Bilbao and Marble-head	2	Burhave	6	Cette	2	Dockum
9	Antwerp			5	Cadiz	19	Charlestown	1	Dort
25	Archangel	1	Bombay	1	Calmar	1	Christiania	1	Dorumerfiel

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Table continued.

Number of vessels.	Places from whence arrived.	Number of vessels.	Places from whence arrived.	Number of vessels.	Places from whence arrived.	Number of vessels.	Places from whence arrived.	Number of vessels.	Places from whence arrived.
1	Dover	25	Gröenland	44	Lisbon	1	v. d. Peckel	23	Stettin
1	Droback	3	Guernsey	25	Liverpool	8	Pillau	14	Stockholm
11	Drontheim	1	Halmstadt	11	Leghorn	4	Plymouth	30	Stralsund
2	Dublin	2	Harlingen	216	London	1	Port a-Pierre	1	Sudwesthoren
6	Dunkirk	8	Havannah	1	Dover	2	Porto Cabello	17	Sunderland
14	Edam	8	Havre de Grace	1?	Lubec	1	Port Orotava	1	Swartsluys
2	Eckwarder-spiecker	1	Helegoland	1	Lynn	1	Port Republicain	2	St. Domingo
		1	Helsingfors	8	Mackum	1	Porto Vedra and Muros	1	St. Jago
8	Elbing	2	Hever	1	Madeira			16	St. Petersburg
1	Elsineur	6	Hittland	30	Malaga	1	Portsmouth	12	St. Thomas
49	Embden	16	Hockfiel	1	Marblehead	1	Portsmouth, in America	3	St. Ubes
29	Enckhuysen	1	Honfleur	4	Marsenfiel			4	Teneriff
1	Enckhuserfiel	5	Hornnerfiel	1	Marsailles	8	Randers	3	Tettenbüttel
1	Essens	83	Hull	4	Medenblick	3	Rauderveen	1	Tertens
2	Exon	7	Husum	4	Mesnel	7	Rendsburg	1	Tondern
10	Faversham	2	Jetting	1	Mentone	19	Riga	26	Tonningen
2	Faxoe	2	Jersey	11	Messina	21	Rincopen	3	Torgau
1	Feddewarden	4	Isle de France	2	Montevido	2	Ripen	13	Trust
20	Fegefack	1	Kadingfiel	4	Muyden	2	Rochelle	4	Udewalla
1	Fehndam	1	Kasko	8	Nantz	2	Rönnebeck	4	Utrecht
4	Flensburg	1	Kiel	1	Naples	27	Rostoe	1	Varcel
4	Friedrichstadt	2	Kinderdieck	1	Neuenfiel	1	Rotenspiecker	3	Vlardingen
8	Gallipoly	3	Kirkaldy	7	Neuharlingerfiel	42	Rotterdam	1	Warburg
2	Geffle	15	Königsburg	1	Neustadt	24	Rouen	1	Wells
5	Genoa	3	La Guayra	1	Neustadtgödens	9	Rusterfiel	2	Weender
18	Glasgow	1	La Flotte and St. Martin	111	Newcastle	7	Salem	1	Westerwieck
3	Greenock			7	New York	44	Sardam	1	Wilderfang
26	Gluckstadt	1	Lancaster	1	Niekerk	1	Savannah	2	Wismar
1	Gosport	16	Leer	5	Norden	1	Scarborough	3	Wolgast
8	Gothenburg	26	Leith	1	Oldenburg	2	Schönhofen	1	Worden
6	Graudiep	2	Lemmer	1	Olufsvig	2	Senegal	10	Yarmouth
1	Grangemouth	1	Liebau	2	Ostend	4	Seville	1	Ystadt
11	Grenock	3	Libourne	38	Oporto	1	Smaldiep	3	Zante
4	Gröningen	1	Lieuwarden	9	Philadelphia	3	Steinheuserfiel	1	Zirckfee

From 215 places were 2108 ships arrived.

Berlin	41
Lauenburg . .	84
Luneburg . .	200
Magdeburg . .	34
Total .	2467 vessels.

In the Year 1802, *the Whale Fishery from the Elbe was,*

Ships.	Places from whence fitted out.	No. of fish caught.	Casks of blubber.	Produced barrels of oil.
15	Hamburg	62	1011	3409
10	Altona	21	304	1536
11	Gluckstadt	24	346	3124
2	Eastern ports	8	145	508
38		115	1806	8577

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From the above list of the arrivals of ships at Hamburg, some idea may be formed of its extensive commerce, being a free port, admitting ships, manufactures, and produce of all countries and nations, without any restraint or restriction. A correct idea of the value of the imports and exports cannot be given, but an account of them is stated by weight, measure, tale, or package. They have a custom house, where a trifling duty is paid, according to the distance of the port from whence the merchandize is imported and exported, which is paid at the Werk or Herren-Zoll, at the Baaker or Bürger-Zoll, or at the Admiralitäts-Zoll; all which are of the nature of customs, and paid sometimes according to the value of the goods, of others by the weight, measure, or package. On goods exported for foreign account, a separate small duty is paid, called schaumburgher-zoll. There is a printed tariff of the Hamburg duties, which are but trifling. In doubtful cases the merchant can inquire at the respective offices, as it is not allowed that a published tariff of the Hamburg duties is correct.

I have already mentioned a duty or toll paid at Stadt, which, though trifling, is upon the ship as well as the cargo. The captain must give a manifest to a prescribed form. Besides these duties, another is paid to the town of Stadt, which is called a ruder-zoll for ships only, but very trifling; this is paid at Brunshausen custom house. A tariff has been published of these rates, but some doubts have been thrown out of the accuracy of this also, and it is not always abided by.

I have already stated, that an account could not be given of the value of the imports or exports to and from Hamburg; but an account, however, is kept and published every year of the quantity of each article, by the package, number, or weight, as well as the ports or places from whence they have come, which, though voluminous, we give at the end of this chapter as concise as possible; the nature and extent of the trade will be seen by it, and by the list of shipping, which is already given. Of the most important articles, which are sugar and coffee imported, and linens exported, and from whence, the last were received the following particulars will give some notion.

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West India Produce and German Linens brought into Hamburg.

	Quantity.	1794.	1795.	1796.	1797.	1798.
Coffee	Pounds	11714000	42000000	39000000	39830000	46000000
Sugar	——	——	68000000	82000000	96000000	98000000
Linen from Berlin	Casks	88	42	38	37	13
. . . . .	Bales	2600	2189	2804	——	2107
. . . . .	Chests	12	23	263	258	337
. . . . .	Pieces	——	——	——	——	80
Do from Lüneburg	Casks	88	80	77	64	——
. . . . .	Bales	697	422	173	83	4
. . . . .	Chests	4387	3314	3115	2930	402
. . . . .	Pieces	1758	1710	——	332	——
Do from Magdeburg	Casks	——	——	——	2	——
. . . . .	Bales	109	139	277	134	46
. . . . .	Chests	6	2	7	——	——
. . . . .	Pieces	19020	26900	32031	18976	18127

The Imports of Sugar and Coffee into Hamburg in the Years 1800 *and* 1801, *exclusive of what Goods were entered by Orders for Transit.*

SUGAR.	CASKS.		CHESTS.		BAGS.		SERONS.	
	1800.	1801.	1800.	1801.	1800.	1801.	1800.	1801.
From England	26529	27058	12507	18178	7952	4223	1948	9
Portugal	—	13	21048	36076	—	—	—	—
America	2961	3111	21901	40163	4894	590	—	443
Spain	—	2	—	191	—	8	—	—
East and West Indies	1890	1411	1656	6100	1141	407	178	36
Holland, France, Copenhagen, Lubec, & Bremen	283	289	691	611	—	700	27	50

COFFEE.	CASKS.		BAGS.		BALES.		POUNDS.	
	1800.	1801.	1800.	1801.	1800.	1801.	1800.	1801.
	47436	36267	105718	95080	13997	22753	24167	6915

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The linen trade forms a most important branch in the exports by the Elbe as well as the Weser; for which reason an account of them is already given along with others, under the head of Germany, thus much I must here mention, that the linens chiefly exported by way of Hamburg are from Silesia and Brunswick, and some from Halberstadt, Westphalia, Bremen, &c. from those quarters contiguous to the rivers which run by that city, and the manufacture of its vicinity.

Hamburg being a republic, and owing its importance to commerce, it may be supposed that it has every institution and system which can protect and promote trade. It may truly be said, that its late and even its present commercial consequence are owing in a great degree to its bank: so long as this exists unmolested, from the very nature of its institution, whatever may be the political events resulting from the present posture of the continent, Hamburg will never be ruined: destroy her bank, or its credit, then the trade of Hamburg will take wings and direct its flight elsewhere.

Although the principles on which this bank is established are so well known, and being upon the most secure footing, we shall just mention the heads, for the satisfaction, in these critical times, of those merchants who are by chance unacquainted with them.

This bank was established in the year 1619 as a security bank, or rather a deposit for specie: at the time it is lodged, the precise amount is fixed, and written into the bank books in the name of the person depositing the specie, which is written off again, or transferred from one to another, instead of the specie itself being transferred in every payment; this gives the greatest facility to the commerce of the place. This bank never discounts nor issues out paper, so that for every transfer there is actual specie laying in the bank, which can at all times be immediately produced: it must be observed, silver only is received, and in cases of the utmost commercial distress, gold, in no form or shape, is ever received by way of deposit.

The wise and prudent regulations it is under must give this bank an inviolable credit. The senate has no control over it; but the city is responsible; and the burghers have four directors of their own choice for the due administration of its affairs.

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The citizens of Hamburg only are allowed to keep an account at the bank, on the opening of which, they must pay 150 marks banco; it has regulated hours for transacting business, and limited sums, below which nothing can be written off, and a trifling fee must be paid for any sum below a fixed one.

The bank is shut every year, from the 31st of December to the 15th of January, to settle its annual accounts; all merchants having their acceptances or payments falling due within this period, must have their funds ready before the closing of the bank, which has an effect both upon the exchange and the discounts at that period.

The EXCHANGE is a very old building, and certainly, for a place of the commercial consequence of Hamburg, the meanest one in Europe; the city, or the merchants, have it in contemplation to build a new one, and if a projected plan should be carried into effect, it will do their spirit great credit.

The EXCHANGE-HALL, lately instituted by an individual, is one of the first in Europe, and ought to be copied in all great commercial places; it is a large elegant building, with a hall nearly half the size of their present Exchange, from whence branch out reading rooms, where all the newspapers, commercial information, accounts and publications are taken in; lists of shipping from all quarters, and regular lists, every post, of ships arriving and sailing to and from all parts; in short, it is a place where commercial information, in every shape wanted, may be obtained: it is supported by subscription. The librarian and superintendent is Mr. Nemnich, who has given many valuable publications and much useful information to the commercial world. To the credit of Liverpool, it has already two or three institutions of this kind, upon a scale becoming its commercial importance.

Amongst the many excellent institutions at Hamburg, is one deserving the example of other states and nations; it has granaries geneally kept well stocked with grain, from whence, in times of necessity, the poor are supplied at reasonable rates.

It has also a traffic in foreign grain, as well as what it receives by the Elbe, and becoming an important article of merchandize, I have given a table of the importation and exportation since the year 1793, and reduced the same into English quarters.

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Grain imported and exported at Hamburg from 1792 to 1803.

	1793.		1794.		1795.		1796.		1797.		1798.		1799.	
	Imported	Exported	Imported	Exported	Imported	Exported	Imported	Exported	Imported	Exported	Imported	Exported	Imported	Exported
	Qrs.	Qrs.	Qrs.	Qrs.	Qrs.	Qrs.	Qrs.	Qrs.	Qrs.	Qrs.	Qrs.	Qrs.	Qrs.	Qrs.
Wheat by sea	20897	113505	3108	78361	38367	49224	16716	135303	4284	125422	15855	111919	4987	105409
Elbe and by Land	161983	32371	201127	102158	150979	130750	195583	15970	201264	15592	163348	16842	147021	25578
Rye by Sea	27751	2719	8137	7791	5848	52752	16779	38944	16884	10972	44730	8652	83139	11718
Elbe and by Land	29584	42535	54222	33274	88630	32361	70224	5869	54671	14742	27730	29484	23929	58844
Barley by sea	331	14101	105	14458	5628	8568	2068	1669	1627	12999	2898	9009	2940	2751
Elbe and by Land	26701	1176	27951	2835	11749	3643	16506	13072	28297	1953	23163	2677	14238	1953
Oats	86908	62842	112885	81695	96337	98731	69489	30828	63126	8704	69120	11382	72009	26992
Pease	2604	1879	5554	4399	3517	2184	2772	2058	2971	1459	1520	1155	1491	294
Beans	4315	4620	7171	5365	5166	2425	7045	5848	8673	5638	9790	7906	1428	997
Malt	2814	871	4053	1113	5554	1370	7360	1657	5082	1438	4934	1050	8379	2005
Buckwheat	588	136	283	105	262	52	420	——	242	84	252	——	399	84
Linseed	1365	——	21	1365	2142	——	2289	4378	4305	4431	3874	3948	472	504
Total	365741	263755	424616	332819	414179	382066	407151	255596	391426	203434	367214	204024	360631	231429

Continuation of same Table.

	1800.		1801.		1802.		1803.		1804.	
	Imported	Exported	Imported	Exported	Imported	Exported	Imported	Exported	Imported	Exported
	Qrs.	Qrs.	Qrs.	Qrs.	Qrs.	Qrs.	Qrs.	Qrs.	Qrs.	Qrs.
Wheat by sea	6237	166215	9450	141634	29956	64785	33988	15204	472	——
Elbe and by Land	228312	19047	176883	13608	126378	17020	39732	14637	89533	58705
Rye by sea	2037	26659	23541	14332	49665	12852	53991	210	168	——
Elbe and by land	74896	25168	71736	29526	45643	34240	31993	27573	57697	25189
Barley by sea	9765	25378	3633	24213	4441	3748	2247	——	——	——
Elbe and by Land	23992	1764	34450	3454	16002	5260	12988	3664	15120	3013
Oats	93250	48940	91371	49570	89103	15939	70339	21451	44814	4599
Pease	15561	13629	8085	7938	2541	966	2047	766	924	546
Beans	1701	892	2005	1134	4357	2373	4704	2982	3171	1528
Malt	10195	2194	7171	1690	12064	2058	6562	1743	4893	598
Buckwheat	199	31	31	10	21	——	21	——	31	——
Linseed	892	924	2551	2593	31	63	10	——	63	178
Total	467037	330841	430907	289702	380202	739304	188622	109430	216886	94300

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The British Factory, or the Merchant Adventurer's Company, still retains some of its ancient privileges. Here is a chapel belonging to it, and a chaplain, for whom a house is provided.

There are numerous manufactures here, but that of sugar-refining is carried on to a greater extent than at any place in Europe, and, unquestionably, they make the finest quality. They supply Russia, by way of Lubec, and the ports in the Baltic and Germany, where refined sugar is not prohibited; and some is even exported to other countries.

As the great commerce betwixt Great Britain and Germany principally passes through Hamburg, it is unnecessary here to enter into the details of the articles of importation and exportation; this is, during the present situation of Holland, known to every one concerned in trade, shipping, or manufactures; and we shall treat it more fully under one general head: Bremen and Embden participate in the commerce by means of their respective rivers and interior communication.

When we come to mention, however, the manner of selling at Hamburg, the merchandize imported, as well as that purchased for exportation, the customs are so variable and different in the weights, measures, banco or current money, the fixed and fluctuating agio betwixt the two, that to enter into so wide a field, would exceed the bounds of this work to give the details.

It has been already mentioned, that, in consequence of the blockade of the Elbe, no shipping can get up to or from Hamburg; its present trade to and from the North Sea is therefore carried on chiefly through the Danish ports, and particularly through Tonningen, under the head of which place and Rendsburg the reader will find some remarks, together with others, made on the conveyance of goods from the North Sea to Hamburg; and under the head of Lubec will be found the communication of Hamburg with the Baltic Sea. All these details combined, with the general observations which follow on the trade of the Elbe, Weser, and Ems, will, it is hoped, be found to contain every useful information relative to the trade of Germany.

Moneys, Weights, and Measures.

THEY keep books and accounts in marks, schillings, and pfennings, reckoning the mark at 16 schillings, each schilling at 12 pfennings.

A rixdollar has 3 marks, 48 schillings, or 576 pfennings.

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The exchange dollar, according to which bills of exchange between Hamburg and Amsterdam are given, is 2 marks, or 32 schillings, or 64 grot Flemish banco.

A pound Flemish is divided into 20 schillings, and the schilling into 12 grot or pfennings or 240 grots the Flemish. £4 Flemish are equal to 10 dollars, or 30 marks banco.

Hamburg receives in	*And pays for the same, more or less, at Hamburg,*
Amsterdam . 33 stivers banco	1 dollar of 2 marks banco.
Ditto . . . 109 rixdollars curr.	100 rixdollars banco.
Augsburg . . 142 ditto	100 ditto.
Basel . . . 3 livr. n. l'd'or, at 16 liv.	100 marks banco.
Breslau . . 1*l.* banco	42 schillings Lub. banco.
Copenhagen . 124 rixdollars curr.	100 rixdollars banco.
Frankfort . 142 r. Exchange	100 rixdollars banco.
Genoa . . . 1 pezze of 5¾*l.* fuori di banco	76 pfennings Flemish banco.
Leipsic, Nuremberg	142 rixdollar curr. or in l'd'or, at 5 rixdollars	100 rixdollars banco.
Lisbon . . . 1 crusado	44 pfennings Flemish banco.
London . . 1*l.* sterling	34 schill. 4 pfennings, Flemish banco.
Nürenberg . 142 rixdollar curr.	100 rixdollars banco.
Paris, Bourdeaux	1 ecu. of 3 francs, or 100 fr. pf. 101½ Liv. Tournois	25 schill. Lub. banco.
Venice . . . 1 ducq di banco	86 pfennings Flemish.
Vienna, Prague	142 rixdollars curr.	100 rixdollars banco.

The dollar by which bills of exchange of Hamburg on Amsterdam, as also of Amsterdam and Antwerp on Hamburg, is reckoned, is 2 marks, or 32 schillings Lubsch. or 64 pfennings Flemish banco.

In Hamburg there are different ways of Payment,

*MONEYS.

1. Specie money; this consists in specie rixdollars, of which 8 pieces are reckoned to the rough Cologne mark, at 14 loth, 4 grains fine.

Such a rixdollar is taken in at the bank, at 3 marks, and the owner is allowed an agio of 1 per mille; accordingly he gets written down in the books for 1000 rixdollars specie, with 3003 mark banco; but when such rixdollars are received of the bank, 1⅛ per mille agio is reckoned thereon; and he who receives this has written off from his account, for 1000 rixdol. specie, 3004 marks, 14 schillings banco.

2. Banco valuta is money in which the bank books are kept, and the exchange estimated on every place to which Hamburg exchanges direct.

3. Current money is that which circulate in the daily expenditure of the town, and is 20 to 29 per cent. less than banco.

4. Light money; this consists of the following kinds, at the annexed prices, as

Old louis-d'or, Brunswick Carl d'ors at 5 rixdollars, or at 15 marks.

Ducats, at 2⅔ rixdollars, at 8½ mark guilders in gold, at 6 marks.

Specie banco, and Alberts dollars; as, likewise, convention dollars, and louis blanc at 4 marks.

Old rixguilders, new 2⅔ pieces, convention guilders, and half louis blanc at 2 marks.

Single ⅓ pieces and quarter convention dollars, or half guilders, at 1 mark.

The sorts of money, that circulate at Hamburg, are exchanged the following way against banco valuta.

* There is no place in Europe where there is a greater variety of specie than in Hamburg, the exchanging of which is a great business, and a profitable one too.

An Englishman, a couple of years ago, a little puzzled by the variety of coin, and a little nettled at the rate he sold his guineas for the currency of the place, by way of seeing the agility in this branch of traffic at Hamburg, he took a guinea to change from one coin to another, till he actually reduced it to eightpence in a very few hours, when he ceased the experiment.

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Specie rixdollars are reckoned at 3 marks, and ducats at 6 marks, on this 1 per cent. more or less, agio is given; according to which then 100 marks in specie rixdollars, or in ducats, make 101, more or less, mark banco. Sometimes the ducats are reckoned at 6 marks, 1 per cent. more or less, worse than banco, and make then in 101 marks in ducats, more or less, 100 marks banco.

The Uso in Hamburg is on bills of exchange from all parts of Germany, 14 days sight, and the day of acceptance is included; from France and London, 2, 2½, and 3 months after date; from Portugal, Spain, Venice, as well as other places, the date is variable.

WEIGHTS.

Commercial weight is the shippound of 2½ centner, or 20 lispounds of 14 lb. each, being 280 lb. they have another shippound reckoned in the carriage of goods, 320 lb. that is 20 lispounds of 16 lb. each. — According to these weights some goods are bought and sold, and many by the pound weight.

1 pound has 2 marks, 16 ounces, 32 loths, 128 quintins, or 512 pennyweights.

104 lb. in Hamburg	is	112 lb. in London
102 ditto		100 in Amsterdam
80 ditto		89 in Dantzic
34 ditto		33 in Copenhag.
86 ditto		100 in Pernau
8 ditto		9 in Revel
19 ditto		22 in Riga
38 ditto		45 in Russia.

MEASURES.

33 Hamburg feet	make	31 English feet
83 ditto ells . . .		52 yds. English
6 ditto ditto . . .		5 ells Brabant
23 ditto ditto . . .		21 — Danish
142 ditto ditto . . .		141 — Lubec
45 ditto ditto . . .		47 — Pernau
14 ditto ditto . . .		15 — Revel
22 ditto ditto . . .		23 — Riga
31 ditto ditto . . .		25 Russia arsh.
29 ditto ditto . . .		28 ells Sweden.

A Hamburg last of grain will render 83 bushels, Winchester measure

We have subjoined an official account of all the imports into Hamburg, in the year 1802; that is to say, the last year previous to the blockade, when Hamburg was one of the greatest commercial places on the whole of the European continent, though in time of peace, when trade might have been supposed to find its way to other places.

From this table, not only the immense extent of the commerce of that city will be seen; but, as the places from which all the articles come are specified, it is in itself alone, on that account, a most valuable document. In respect to purchasing, it may almost be termed a commercial dictionary, as it shews, not only from whence articles come, but, where there are more than one place which furnish the same object, the most advantageous for purchasing at may be ascertained by the quantities; as for example, in the article of glass, we find much more come from France than from England; and as ready money must be paid there, and credit is given in England, it is well known, that this circumstance will counterbalance a considerable advantage both in point of price and quality, therefore, France must be the best to purchase in.

The same may be said about linen; a very small quantity of which,

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probably for some private or particular purpose, only came from this country, but nearly all the rest (and the quantity was immense) came from Berlin, Lüneburg, and Magdeburg. It would fill a large volume to make the commentaries and remarks that might arise out of the inspection of this roll, but the mercantile man will do that best for himself, when, in the course of his transanctions, he has occasion for any particular inquiry.

The same table might have been given for last year, but though it specifies the articles, they did not come directly to Hamburg. During the present blockade, the merchandize is received at Hamburg through Holstein, by way of Tonningen principally, and from the following places collectively, Brunsbuttel, Buxtehude, Frederickstadt, Gluckstadt, Heilingstadt, Husum, Itzehoe, Kiel, by way of Lauenburg, from Lubec; by land also from Lubec, Neufeldt, Rendsburg, and Wilster.

An equal degree of information could therefore not be obtained by giving the list since; besides which circumstance, Hamburg was no longer so great an emporium as in the year 1802.

In 1802, the year of peace, the trade of Hamburg rivalled, and perhaps equalled, that of Amsterdam; so that it is not the war only that banishes commerce from Holland, but the unfortunate connection it has with France, and its dependence upon that power; for, previous to the revolution, there was not the smallest comparison. The total number of ships that arrived at Amsterdam, in 1802, was 2555.

At Hamburg	2108
At Bremen	1164

Specification of Merchandize imported into Hamburg, in 1802.

Apples, 733 casks.
Agricultural implements, 4 chests, from London.
Alabaster, 30 chests, from Leghorn.
Alizary, 32 bales, from Leghorn and Triest.
Aloes, 73 casks, 63 chests, and 40 parcels, from Leghorn and the Cape of Good Hope.
Alum, 471 casks, 25 bags, and 6 baskets, from Carlscrona, Hull, Leghorn, Lubec, Newcastle, Teneriff, and Uddewalla.
Amaril, 12 casks, from Rotterdam and Sardam.
Amber, 1 cask, from Leghorn.
Aniseed, 98 casks, 19 bales, 50 bags, and 7 bales, from Berlin, Bourdeaux, Leghorn, London, Magdeburg, Pillau, and Rotterdam.
Anchovies, 637 casks, 209 chests, and 84 ankers, from Amsterdam, Antwerp, Bergen, Bourdeaux, Bristol, Cette, Dantzic, Leghorn, Genoa, Malaga, Marseilles, Rotterdam, and Sardam.
Antimony, 121 casks, from Berlin and Triest.
Apothecary Goods, 4 cases, and 2 chests, from Bremen and London.
Aquavitæ, 5 parcels, from Leghorn.
Arquebusade, 13 chests, from Lüneburg.
Arrack, 15 casks, 4 pipes, and 1 chest, from Bremen, Isle of France, London, and New York.
Arsenic, 194 casks, from Berlin, Bremen, Lüneburg, Magdeburg, and Stettin.
Ashes, 294 casks, from Lubec and Triest.
Asafœtida, 12 chests, from London.

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Axes, 3 casks, from Drontheim.
Amber, 7 casks, from Stettin and Dantzic.
Asses, 1, from Hull.
Almonds, 499 casks, 680 bales, 234 serons, 30 chests, and 13 packs, from Alicant, Bourdeaux, Cette, Genoa, Lisbon, Leghorn, London, Malaga, Messina, and Triest.
Annato, 259 casks, from Bourdeaux, Embden, Havre de Grace, and London.
Aqua-fortis, 1 chest, from Stockholm.
Balsam, 5 casks, and 20 chests, from Cadiz, Lisbon, and London.
Ballast, 3 ship loads, from Dunkirk, London, and Ostend.
Barilla, 100 bales, from Alicant.
Batatas, 7 casks, and 2 chests, from Cadiz, Malaga, and Philadelphia.
Brooms, 4 bales, from Rotterdam.
Beds, 3 chests, and 3 beds, from Dunkirk, Havre de Grace, New York, and Stralsund.
Bed-covers, 2 packs, from Leghorn and London.
Bedsteads, 1, from Dunkirk.
Bed-clothes, 6 packs, from Bayonne, Bourdeaux, and Dunkirk.
Beads, 12 casks, 18 bales, and 1 chest, from Amsterdam, Leghorn, and Triest.
Beer, 538 casks, 30 pipes, and 3 chests, from Amsterdam, Bremen, Bristol, Dantzic, Havannah, Hull, Leith, London, Lubec, Newcastle, Pillau, Rotterdam, and Yarmouth.
Beer, Ale, 189 casks and 1 chest, from Hull, Leith, and London.
——— Porter, 1106 casks, 210 hogsheads, 45 hampers, and 72 bottles, from Colchester, Dublin, Hull, Leith, and London.
Biscuit, 1 cask, from Havre de Grace.
Bellows, 6, from Hull.
Blues, 4398 casks, from Amsterdam, Luneburg, and Yarmouth.
Beans, 797 bags, from sundry German places.
Bole, 4 casks, from Bremen.
Borax, 44 chests, 2 casks, and 8 packs, from Amsterdam, Leghorn, and London.
Bark, 421 casks, and 1 parcel, from Amsterdam, London, New York, and Philadelphia.
Bristles, 114 casks, and 1 chest, from Archangel, Embden, and Lubec.
Bottles, 52,096 bottles, from Leith, Newcastle, and Yarmouth.
Brandy, 470 pieces, 198 casks, 1095 pipes, 16 chests, 33 hogsheads, and 14 ankers, from Alicant, Amsterdam, Bayonne, Barcelona, Cadiz, Cette, Copenhagen, Dantzic, Guernsey, Jersey, Leghorn, Marseilles, Plymouth, Rouen, and Yarmouth.
Brown-red, 42 casks, from Amsterdam, Luneburg, and Stettin.
Brown-stone, 202 casks, from ditto.
Bronze, 4 chests, and 1 bale, from Havre de Grace and Rouen.
Books, 238 chests, 11 packs, 18 bales, 1 cask, 4 parcels, and 2 coffers, from Amsterdam, Antwerp, Bayonne, Bourdeaux, Cadiz, Gothenburg, Leith, Leghorn, London, Luneburgh, Malaga, Marseilles, New York, Philadelphia, Rouen, Stockholm, Stettin, and Triest.
Book-binders Ware, 32 chests, from London.
Brushes, 33 casks, from Lubec.
Butter, 2934 casks.
Bark, Peruvian, 57 chests, 18 casks, and 3 bales, from Bayonne, Cadiz, London, and New York.
Beads, Glass, 8 chests, from Cefalonia and Triest.
Beef, cured, 13 chests, and 2 casks, from Archangel, and Marseilles.
Barley, 15 cargoes, 80 lasts, and 128 bags, from Dantzic, Memel, Stralsund, and Tonningen.
Buttons, 1 chest, from Boston.
Baskets, 13 bales, from Rotterdam.
Bay, Berries, 27 casks, and 102 bags, from Bremen, Oporto, and Triest.
Bay, Berry leaves, 999 bags, 39 bales, and 1 cask, from Bourdeaux, Oporto, Sardam, and Triest.
Brass, 466 pieces, and 4 casks, from Bremen, Lubec, and Lüneburg.
Brass, Wire, 800 rings, 11 chests, and 1 cask, from Leghorn, Lubec, and Lüneburg.
Black-lead, 900 casks, from Bremen, Malaga, and Rotterdam.
Buckles, 1 chest, from Liverpool.
Brimstone, 281 casks, 1640 chests, 28 cases, from Bourdeaux, Cette, Leghorn, Malaga, Marseilles, and Triest.
Brimstone, Flour, 27 casks, from Marseilles.
Bacon, 967 flitches, and 2 casks, from Embden, Lubec, Oldenburg, and Rincopen.
Boot-legs, 1 chest, from Antwerp.
Birds, Foreign, 2 parrots, from Lisbon.
Berries, Juniper, 862 bags, from Amsterdam, Bremen, Leghorn, Lüneburg, Oporto and Triest.
Cambrick, 2 bales, from Dunkirk, and Havre de Grace.
Cotton, 2179 bags, 1489 packs, 1815 bales, and 1310 serons, from Aalburg, Baltimore, Bombay, Bremen, Cadiz, Charlestown, Glasgow, Gosport, Havannah, Hull, Isle of France, London, &c.
Cotton, Yarn, 1467 packs, and 3 chests, from Bristol, Glasgow, Hull, Liverpool, London, and Yarmouth.
Cotton, Stuffs, 1144 chests, 128 packs, and 1 coffer, from Boston, Glasgow, Hull, Leith, London, and Lüneburg.
Cabinet Ware, 5 chests, from London.
Cocoa, 5548 bags, 385 casks, 49 serons, 197 bales, and 49 packs, from Amsterdam, Bourdeaux, Cadiz, Dover, Embden, Lisbon, Gosport, Liverpool, London, Oporto, Porto Vedra and Muros, and St. Thomas.
Coffee, 9520 hogsheads, 29,289 casks, 6021 bales, 454 packs, 107 mats, 4 chests, 246 bocauds, 92 serons, and 5065 pounds, altogether about 24 millions of pounds, from Amsterdam, Baltimore, Bombay, Boston, Bourdeaux, Bristol, Cadiz,

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Cape of Good Hope, Charlestown, Copenhagen, Dublin, Gosport, Grangemouth, Hull, Isle of France, Leith, Lisbon, Liverpool, London, Marseilles, Nantz, New York, Plymouth, Port Republicain, St. Domingo, St. Thomas, Yarmouth, &c.

Calicoes, 602 packs, and 22 chests, from Leith and London.

Camel-hair, 2 bales, from Amsterdam and Leghorn.

Camphor, 19 chests, 27 casks, and 2 tubs, from the Isle of France, London, and Rotterdam.

Candy, Sugar, 15 chests, from Bremen.

Cinnamon, 161 packs, and 96 chests, from Amsterdam, Lisbon, London, and Stockholm.

Cantharides, or Spanish Flies, 1 chest, from Cette.

Capers, 59 casks, and 47 chests, from Bourdeaux, Cette, Genoa, Leghorn, London, and Marseilles.

Cardemoms, 13 chests, and 3 packs, from Isle of France, and London.

Cassia, 380 chests, 22 casks, and 278 packs, from Boston, Isle of France, London, and Philadelphia.

Chesnuts, 700 fanegas, 8 bags, and 7 chests, from Bayonne, Bilboa, Bourdeaux, and Lisbon.

Cottons, 384 chests, 159 bales, and 135 packs, from Amsterdam, Boston, Glasgow, Hull, Isle of France, Leith, London, &c.

Cotton Goods, 75 chests, and 18 packs, from Glasgow and London.

Champignons, 1 bale, from Bourdeaux.

Chocolate, 221 chests, 22 boxes, and 1 cask, from Amsterdam, Bourdeaux, Bayonne, Genoa, Lisbon, Leghorn, London, Malaga, and Rotterdam.

Cicecry, 514 casks, from Amsterdam, Bremen, Dockum, Embden, Luneburg, Magdeburg, and Sardam.

Cobalt, 1 chest, from Stockholm.

Cochineal, 279 casks, 225 serons, 15 chests, and 10 packs, from Amsterdam, Bayonne, Bourdeaux, Cadiz, London, New York, Philadelphia, and St. Thomas.

Comfits, 98 chests, and 5 baskets, from Bourdeaux, Cadiz, Cette, Dieppe, Dunkirk, Havannah, London, and Marseilles.

Copying Machines, 3, from Bristol, and London.

Currants, 2159 bags, and 643 casks, from Algeziras, Cefalonia, Leghorn, London, Triest, and Zante.

Cream of Tartar, 133 casks, from Bourdeaux, Cette, Leghorn, Malaga, Marseilles, Triest, and Zante.

Curcumey, 2315 bags, and 1 cask, from London and Amsterdam.

Cider, 7 casks, 1 chest, 1 hamper, and 33 bottles, from Dover, Havre de Grace, Hull, and Philadelphia.

Colours, 1289 casks, 7 chests, 4 bales, and 8 baskets, from Amsterdam, Havre de Grace, Hull, Leith, London, Newcastle, Riga, Rouen, and Sardam.

Casks, empty, 124, from Bergen, London, Plymouth, Rostoc, Seville, and St. Petersburg.

Carpets, 25 packs, 2 chests, and 3 bundles, from Leith, London, and Malaga.

Calamine, 125 casks, from Amsterdam, Bremen, Bristol, and Hull.

Cucumbers, 76 casks, 1 chest, and 6 pots, from Amsterdam, Dieppe, Dunkirk, Sardam, and St. Petersburg.

Currants, 6 pots, from Cette.

Careb, or John's Bread, 2 casks, from Triest.

Cinnabar, 34 casks, and 10 chests, from Luneburg and Triest.

Combs, 1 chest, from Lisbon.

Cheese, 235,041 cheeses, 1775 chests, 367 casks, and 3 hampers, from Amsterdam, Bourdeaux, Drontheim, Embden, Enkhuysen, Genoa, Hull, Leer, London, and Sardam.

——— Fig 76 chests, 4 pieces, and 1 cask, from Genoa, Leghorn, Malaga, and Triest.

——— Parmasan, 4 hampers, 70 parcels, and 1 cheese, from Leghorn and Triest.

Cellarets, for travelling, empty, 1000, from Amsterdam.

Cherries, dried, 3 casks, from Magdeburg.

Clothes, 63 chests, 66 trunks, 7 bags, 4 bundles, and 13 packs, from Bourdeaux, Cadiz, Dieppe, Glasgow, Hull, Liverpool, London, New York, Rouen, Stockholm, Triest, and Wolgast.

Cork, 1615 bales, 1116 cwt. 8223 pounds, and 2 chests, from Alicant, Bayonne, Barcelona, Bourdeaux, Cette, Hull, Lisbon, Rotterdam, and St. Thomas.

Corks, 81 bales, and 84 bags, from Barcelona, Bourdeaux, Cette, Lisbon, and Oporto.

Crabs-eyes, 2 casks, from Berlin.

Chalk, 139 casks, from Amsterdam, Bremen, Embden, and Sardam.

Church Utensils, 1 bale, from Leghorn.

Cumin, 76 casks, 59 bales, 56 bags, and 18 packs, from Alicant, Bergen, Dunkirk, Leghorn, Magdeburg, and Triest.

Copper, 1498 casks, 22,330 pieces, 1067 bars, 2 bales, and 30 shippounds, from Berlin, Bremen, Bristol, Cadiz, Carlscrona, Drontheim, London, Montevido, Stockholm, and St. Petersburg.

Copper Kettles, 442 kettles, from Drontheim, and Lubec.

Copper Nails, 1 chest, from Gothenburg.

——— Plates, 16 casks, and 1 chest, from Harfleur.

——— Pots, 20 pieces, from ditto.

——— Utensils, 1 chest, from Havre de Grace.

Coach-work, 1 bale, and 1 trunk, from London.

Candlesticks, 1 chest, from Stockholm.

Candles, 3943 chests, and 2170 casks, from Archangel, Bergen, London, Lubec, Riga, Stockholm, and St. Petersburg.

Cords, 3 chests, from London.

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Cloves, 136 bags, 77 chests, 23 casks, and 5 packs, from London.
China, 153 chests, from Amsterdam, Berlin, Dieppe, Havre de Grace, Leghorn, Lüneburg, Norden, and Rouen.
Chairs, Arm, 16 pieces, from Bourdeaux.
Chairs, 353 pieces, and 9 packs, from Amsterdam, Bourdeaux, Embden, and Groningen.
Cordage, 522 packs, and 665 parcels, from Archangel, Gothenburg, Newcastle, and St. Petersburg.
Carpets, 5 packs, from Archangel and Leghorn.
Cloth, 42 packs, 2 bales, and 5 chests, from Boston, Dover, Leith, Liverpool, London, Newcastle, and Rouen.
Carriages, 4 chaises, 49 carriages, 1 phaeton, 1 curricle, and 6 cabriolets, from Hull, Leith, London, Newcastle, Rouen, St. Petersburg, and Yarmouth.
Cordial Water, 4 chests, from Plymouth.
Dates, 3 casks, and 1 chest, from Leghorn and Triest.
Drugs, 954 chests, 263 bags, 263 packs, 500 casks, 136 bales, 52 colly, and 11 seros, from Amsterdam, Baltimore, Bourdeaux, Bremen, Cape of Good Hope, Cette, Dantzic, Genoa, Leghorn, Liverpool, London, Rotterdam, and Triest.
Downs, 1 bag, from Olufswig.
Dogs, 47, from London.
Dutch Pinks, 15 casks, from Bremen and Rotterdam.
Elephants Teeth, 2349 pieces, 3 chests, 41 casks, and 15 packs, from Cape of Good Hope, Havannah, Hull, Isle of France, Lisbon, Liverpool, London, Rouen, and Yarmouth.
——— Earth, 48 casks, and 4 parcels, from Amsterdam, Bremen, Magdeburg, and Triest.
Earth, Pipe, 4 parcels, from Amsterdam and Muyden.
Earth, Pot, 22 cargoes, 7 parcels, & 14 lasts, from Amsterdam, Bremen, and Rouen.
———Sugar-Bakers' Earth, 102 casks, 84 lasts, and 598 muids, from Dieppe, Honfleur, Rochelle, Rouen, and Port-a-Petre.
Essence, 31 chests, from Bourdeaux, Cette, Genoa, Leghorn, and Triest.
East India Goods, 586 packs, 39 chests, and 9 bales, from London and Philadelphia.
Earthen-ware, 815 hogsheads, 19 casks, 2428 hampers, 55 chests, and 1 cargo, from Bristol, Hull, Liverpool, London, Lubec, Malaga, Newcastle, St. Petersburg, and Sunderland.
Flowers, 3 chests, from Lisbon and Leghorn.
Flower-roots, 64 cases, from Amsterdam.
Feathers, 79 bags, and 44 bales, from Bayonne, Dantzic, Embden, Lubec, and Stettin.
Figs, 766 casks, 259 baskets, 466 chests, 204 mats, and 6 packs, from Cadiz, Jersey, Lisbon, Leghorn, Malaga, and Triest.
Fennel, 41 casks, and 19 bags, from Lüneburg and Magdeburg.
Filtering Stones, 4 stones, from Havre de Grace.
Fish, unnamed, 6783 fish, 373 waag, 191 kniepen, 470 casks, and 1003 cwt. from Aalburg, Bergen, Bilboa, Drontheim, Embden, Gluckstadt, Hull, Lisbon, Lubec, and Rotterdam.
Fishing Tackle, 99 casks, from Embden.
Flax, 2709 packs, 50 bales, and 6 mats, from Amsterdam, Archangel, Dantzic, Memel, Pillau, and Riga.
Flag-cloth, 1 pack, from Sardam.
Flannel, 19 bales, from Bourdeaux, London, and Lüneburg.
Flasket Cases, empty, 1150, from Amsterdam.
Fountains, 1, from Rouen.
Frize, 4 bales, from Lüneburg.
Fruit, 33,706 chests, 41 casks, and 2000 pieces, consisting of Lemons, Oranges, &c. from Bourdeaux, Cadiz, Galipoli, Genoa, Lisbon, Leghorn, London, Malaga, &c.
—— dried Fruit, 2 bales, 1 cask, and 3 chests, from Havre de Grace and Nantz.
—— Fruit preserved in Brandy or Vinegar, 57 chests, from Cette.
Flour, 1158 casks, 608 sacks, and 200 pounds, from Archangel, Baltimore, London, Lubec, New York, and Philadelphia.
Furniture, 4 parcels, 35 chests, 1 parcels, 2 bales, 1 trunk, 6 tables, 6 bureaus, looking-glass, and 1 chest, from Amsterdam, Bremen, Dieppe, Hull, London, Rouen, Sardam, Stettin, Stockholm, St. Petersburg, and St. Thomas.
Fashionable Goods, 47 chests, from Antwerp, Havre de Grace, and London.
Fustian, 10 chests, from Lüneburg.
Furs, 64 casks, 37 packs, 7 bales, and 2 chests, from Amsterdam, Baltimore, Drontheim, London, New York, and Stockholm.
Flints, 155 hogsheads, from Nantz.
Gall Apples, 14 bags, 23 bales, and 2 casks, from Isle of France, Malaga, and St. Petersburg.
Geneva, 215 pipes, 72 pieces, 52 casks, and 1347 ankers, from Amsterdam, Dantzic, Rotterdam, and Sardam.
Glass, 210 chests, 11 casks, and 457 baskets, from Bremen, Dieppe, Liverpool, London, Lüneburg, Newcastle, Rouen, and Stettin.
Glass Bells, 1 chest, from Havre de Grace.
Glass Ware, 15 casks, and 11 chests, from Havre de Grace, London, Newcastle, and Triest.
Glasses, 11 chests, 24 casks, and 57 baskets, from Newcastle and Philadelphia.
Granada Apples, 4 chests, 3 casks, 8 baskets, and 100 pieces, from Malaga.
Granite Pillars, 1, from Leghorn.
Grain, dressed, 1007 bags, 32 casks, and 403 bales, from Amsterdam, Edam, Flensburg, Lüneburg, Sardam, and Tonningen.
Grits, 100 bags, from Dantzic and Lubec.
Gums, 162 casks, 161 chests, 52 seros, 4 bales, 11 bags, and 64,000 pounds, from Amsterdam, Bourdeaux, Isle of France, Lisbon, Leghorn, London, St. Thomas, and Teneriff.

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Gloves, 6525 pair, and 1 trunk, from Bourdeaux, and Oluswig.
Ginger, 485 bags, 48 packs, 53 bales, and 23 casks, from Liverpool and London.
Gunpowder, 72 casks, from Honfleur, Lubec, and Lüneburg.
Gingles, 253 bales, from Leghorn, Malaga, and Oporto.
Grapes, 1576 pots, from Malaga.
Hair, 47 bales, and 19 bags, from Amsterdam and Lüneburg.
—— Horse-hair, 66 packs, and 4 bags, from Archangel and Dantzic.
—— Hair-cloth, 2 casks, from London.
—— Hair-covers, 4 packs, from Archangel.
Hemp, 6502 bundles, from Archangel, Lubec, Memel, and St. Petersburg.
Hasle-nuts, 9 casks, and 20 bags, from Genoa and Malaga.
Hides, 226,472 hides, 530 packs, and 9 bundles, from Aalburg, Arhuys, Buenos Ayres, Cadiz, Cape of Good Hope, Drontheim, London, New York, Porto Cabello, Senegal, and St. Thomas.
Herrings, 7654 casks, and 1387 lasts, from Amsterdam, Archangel, Drontheim, Christiansund, Flensburg, Gothenburg, Grangemouth, Hittland, Rotterdam, and Vlardingen.
Honey, 78 hogsheads, and 12 casks, from Archangel, Leer, Lüneburg, Nantz, and Oldenburg.
Hops, 555 pockets, and 228 bags, from Amsterdam, Dublin, Hull, Leith, London, Lubec, and Salem.
Hop-mills, 1, from London.
Horns, 12,594 pieces, 22 casks, and 29 wurf, from Bergen, Bremen, Buenos Ayres, Charlestown, Stettin, and Triest.
——— Goat-horns, 27,005 pieces, from Bergen.
——— Stag-horns, 15 casks, and 7 packs, from Bergen, Berlin, and Bremen.
——— Ox, 51,712 pieces, from Cadiz, Cape of Good Hope, Lisbon, London, Malaga, Oporto, and Porto Cabello.
——— Lanthorn-horn, 1 chest, from London.
——— Horn-plate, 28,130 pieces, and 6 casks, from Cadiz, and Port-a-Port.
——— Horn-tips, 176 casks, 143,855 pieces, 179 bags, and 1 chest, from Bourdeaux, Buenos Ayres, Cadiz, Copenhagen, Hull, Lisbon, Liverpool, London, Oporto, Porto Cabello, Seville, Stettin, and Triest.
Hats, 115 chests, 5 casks, and 48 hats, from Antwerp, Embden, Hull, Leith, London, and Rouen.
—— Straw-hats, 11 chests, and 12 hats, from Leghorn and London.
Herbs, 2 casks, from Magdeburg.
Horses, 259, from Bridlington, Hull, and London.
Horse-covers, 1 pack, from St. Petersburg.
Hair-powder, 9 casks, and 8 trunks, from Dover and Hull.
Hams, 384 hams, 8 casks, and 2 hampers, from Bayonne, Bourdeaux, Bremen, Embden, Malaga, and Oldenburg.
Hogs, 1, from Leghorn.
Handkerchiefs, pocket, 7 chests, 1 pack, and 148 pieces, from Bayonne, Bourdeaux, Glasgow, and Leith.
Jacks, roasting, 2, from Hull.
Iron, 182,955 bars, 467 kniepen, 2433 bundles, 8 casks, 750 shippounds, 56 lispounds, 22 chests, and 3 parcels, from Abo, Amsterdam, Archangel, Bremen, Carlscrona, Copenhagen, Gefle, Gottenburg, Helsinfors, Lauenburg, Leghorn, Lubec, Lüneburg, Rotterdam, Stockholm, St. Petersburg, Stralsund, Uddewalla, and Warburg.
Iron Anvils, 7, from Hull and Amsterdam.
Ditto Anchors, 18, from Lauenburg, Lubec, and Stockholm.
Ditto Hoops, 80 bundles, from Amsterdam, Teneriff, and Yarmouth.
Ditto Bedsteads, 8 chests, from Baltimore.
Ditto Chimney-grates, 2 grates, from London.
Ditto Wire, 4 casks, from Teneriff.
Ditto Chests, 9 chests.
Ditto Cannon, 84 pieces, from Elsineur and Stockholm.
Ditto Kettles, 8146 pieces, from Havre de Grace and Rouen.
Ditto Nails, 67 casks, 95 chests, and 11 bags, from Amsterdam, Bremen, Calmar, Carlscrona, Gothenburg, Lubec, and Stockholm.
Ditto Stoves, 571 pieces, 5 parcels, 4 chests, and 1 cask, from Amsterdam, Bremen, London, Stockholm, and Havre de Grace.
Ditto Pans, 1 cask, from London.
Ditto Plates, 373 chests, 24 pieces, and 3 packs, from Amsterdam, Bremen, Drontheim, Gothenburg, Stockholm, and Uddewalla.
Ditto Spades, 112 pieces, from Drontheim and Honfleur.
Ditto Pots, 11,542 pieces, from Dieppe, Havre de Grace, Rouen, and Yarmouth.
Iron Ware, 1846 casks, 1122 chests, and 107 parcels, from Amsterdam, Bremen, Hull, Leith, London, Newcastle, and Sardam.
India-rubber, 29 bags, from Lisbon.
Isinglass, 4 chests, and 2 bags, from St. Petersburg.
Jalop, 233 bales, 18 bags, 2 chests, and 17 packs, from Bayonne, Bourdeaux, Cadiz, Cette, Charlestown, London, and Philadelphia.
Indigo, 4785 chests, 1753 serons, and 230 casks, from Bayonne, Bourdeaux, Cadiz, Charlestown, Havannah, Isle of France, Liverpool, Philadelphia, London, &c.
Insects, 1 chest, from Lisbon.
Instruments, unnamed, 6 chests, and 4 packs, from Dieppe, Havre de Grace, and London.
——— Mathematical Instruments, 16 chests, from London.
——— Musical Instruments, 21 chests, 10 harps, and 9 forte-piano, from Dieppe, Leith Leghorn, and London.

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Instruments, Optical Instruments, 3 chests, from London.
Ipecacuana, 11 casks, and 1 chest, from Cadiz, Cette, Lisbon, London, and Oporto.
Juffts, 677 packs, from Amsterdam, Archangel, Leer, and Lubec.
Jugs, 10 casks, from Bremen.
Incense, 22 chests, 3 casks, and 2 bags, from Leghorn.
Kerseymeres, 84 chests, 22 packs, and 13 pieces, from Aalburg, and London.
Kitchen Utensils, 1 bale, from Bourdeaux.
Knives, 4 casks, from Teneriff.
Lead, 11,912 pieces, 42 rolls, 4 casks, and 5 hampers, from Hull, Liverpool, Lubec, Lüneburg, London, and Magdeburg.
Lead, ore, 131 casks, from Malaga.
Lead, white, 416 casks, from Amsterdam, Edam, Hull, Liverpool, London, Newcastle, Norden, Rotterdam, and Sardam.
Lemon-juice, 8 pipes, 17 barrels, 76 casks, and 831 baths, from Cadiz, Leghorn, and Messina.
Lime, 4 lasts, 1 cargo, and 22 casks, from Christiana, Lubec, and Lüneburg.
Lavender-flowers, 1 bale, from Bourdeaux.
Lamps, 7 chests, from Havre de Grace, and Rouen.
Lamp-black, 80 casks, from Newcastle.
Land-charts, see Maps.
Leather, 319 packs, 31 chests, 1030 pieces, and 5 bales, from Amsterdam, Bremen, Hull, Leer, London, Lubec, Ostend, and Sardam.
——— Sole-leather, 188 pounds, and 200 pieces, from Bremen and Leer.
Linens, 3405 chests, 22,165 pieces, 3528 packs, 174 bales, 115 bags, and 68 casks, from Amsterdam, Archangel, Berlin, Bremen, Dantzic, Gothenburg, London, Luneburg, Riga, Stettin, Stockholm, and Yarmouth.
——— painted Linen, 1 bale, from Leghorn.
——— made up Linen, 5 trunks, and 1 bale, from Havre de Grace, and Port-a-Port.
Lignum-quasia, 1 party, from Greenock.
Lignum-vitæ, 3450 pieces, from Charlestown, Glasgow, Liverpool, London, New York, and Philadelphia.
Lemon-peel, 7 bales, 22 casks, from Bremen, London, and Malaga.
Lemons, salted, 77 casks, 19 baths, and 16 bales, from Cadiz, Malaga, and Messina.
Lentils, 30 bags, from Dantzic and Lüneburg.
Liquiers, 18 chests, from Amsterdam, Bayonne, Bourdeaux, Cette, Leghorn, Malaga, and New York.
Lime-stone, 20 lasts, and 2 cargoes, from Gluckstadt and Rouen.
Liquorice-juice, 5 chests, from Bayonne.
Linen, 4 chests, 5 trunks, and 2 bales, from Cadiz, Cette, Havre de Grace, Leghorn, and Rouen.
Monkies, 1, from Lisbon.
Money, in silver and gold, *viz*
From Cadiz, 50 bags of pesos, and 315,930 piasters.
—— Charlestown, 1 chest of gold.
—— Cuxhaven, 14 casks of silver.
—— Havannah, 28,500 pieces of piasters, 3178 dollars, and 22 reales.
—— Lisbon, 3270 piece piasters, and 1 bag pesos.
—— London, 3 chests of gold, 41 bags of pesos, 3 casks of silver, and 3 chests of silver coin.
—— Oporto, 1200 pieces of piasters.
—— St. Thomas, 12,808 piasters.
Matsfoot, 12 bales, and 2 pieces, from Malaga.
Millet, 26 bags, from Magdeburg.
Maps, 2 packs, from Stockholm.
Mace-bloom, 21 chests, and 5 casks, from Bombay and London.
Mace-nuts, 32 chests, and 6 casks, from Bombay, Bourdeaux, Havannah, London, Montevido, New York, and Triest.
Macaroni, 108 chests, from Leghorn, Naples, and Rouen.
Mattresses, 1 pack, from St. Thomas.
Magnesia, 13 chests, from Leith and London.
Malt, 1107 lasts, and 1 cargo, from Rostoc, Stralsund, and Wolgast.
Manna, 9 chests, from Cette, Leghorn, and Triest.
Manchester Goods, 2 chests, from London.
Manille, 3360 pieces, from Salem.
Marble, 38 chests, and 1 basket, from Antwerp, Copenhagen, and Leghorn.
Marble-figures, 17 chests, from Leghorn.
——— Flags, 10,871 pieces.
——— Table-leafs, 11 chests.
——— Tables, 4 pieces.
——— Work, 119 chests.
Machines, 1 chest, and 3 pieces, from London and Rouen.
Masks, 1 chest, from Leghorn.
Mastix, 1 cask, from Priest.
Mats, 417,108 pieces, from Archangel, Dantzic, Lauenburg, London, Lubec, Memel, Pillau, Riga, Stettin, and St. Petersburg.
Medicines, 5 chests, from Gothenburg, Havre de Grace, and London.
Molasses, 750 casks, and 266 puncheons, from Liverpool and London.
Melons, 200 pieces, 43 chests, and 251 baskets, from Malaga.
Minerals, 3 chests, and 4 casks, from London.
Myrtle, 1 chest, from Cette.
Muslin, 1157 chests, 50 packs, and 3 trunks from Boston, Glasgow, Hull, Leith, London, and Philadelphia.
Mills, 4 pieces, from London.
Music, 9 chests, from Cephalonia, Havre de Grace, Leghorn, Rouen, and Triest.
Mother-of-pearl, 2 chests, from London.
Madder, 48 casks, from Berlin.
——— 1223 casks, from Amsterdam, Bremen, and Rotterdam.

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Mustard, 16 chests, and 45 casks, from Bourdeaux, Dieppe, Hull, London, and Magdeburg.
Mill-stones, 35 pieces and 1 party, from Amsterdam, and Myden.
Nankins, 2122 bales, and 50 bundles, from Boston, Canton, in China, Gothenburg, London, New York, Philadelphia, and Salem.
Natural curiosities, 10 chests, and 2 trunks, from Dieppe, and Lisbon.
Oysters, 3690 bushels, and 4 casks, from Bergen, Brightlingsea, Faversham, Wells, and Yarmouth.
Oats, 1431 lasts, 61 cargoes, 10 parcels, 726 casks, and 5 bags, from Embden, Konigsburg, Liebau, Memel, Riga, Rostoc, Stralsund, &c.
Ochre, 285 hogsheads, and 49 casks, from Amsterdam, London, Nantz, and Rotterdam.
Ox-tongues, dried, 2 chests, and 9 packs, from Archangel.
Oil, different kinds, 3089 pipes, 2596 casks, 1266 chests, 246 baths, 475 pots, and 112 hogsheads, from Bourdeaux, Cette, Gallipoli, Genoa, Jersey, Lisbon, Leghorn, London, Messina, Naples, Rouen, Seville, Triest, Yarmouth, and Zante.
—— Cedar, 26 chests, and 7 casks, from Genoa.
—— Hemp-seed, 1044 casks, from Lubec and St. Petersburg.
—— Linseed, 51 casks, from Amsterdam, and Stettin.
—— Olive, 112 casks, and 1 chest, from Cette, Genoa, Havre de Grace, Lisbon, Leghorn, and Messina.
—— Vitriol, 423 bottles, and 25 hampers, from Leith, London, and Newcastle.
—— Turpentine, 467 hogsheads, and 19 casks, from Bayonne, and Bourdeaux.
—— Oil-cakes, 1 cargo, 140,043 pieces, from Frederickstadt, Rotterdam, Tonningen, and Worden.
Olives, 678 casks, 13 chests, 65 parcels, and 2 pots, from Bourdeaux, Cadiz, Leghorn, Malaga, Marseilles, and Seville.
Opiate, 1 cask, from Triest.
Opium, 4 chests, and 1 cask, from Bombay, Cette, and Triest.
Oranges, dried, 78 chests, 172 casks, 30 bales, and 111 bags, from Genoa, Lisbon, Leghorn, Malaga, and Triest.
Orange-trees, 4 trees, from Malaga.
Orange-bloom, 7 chests, from Genoa.
Orange-peel, 1034 bales, 168 bags, 4 packs, and 15 serons, from Bremen, Cadiz, Leghorn, Malaga, Seville, and Triest.
Orchilla, 127 casks, and 11 bags, from Bristol, and London.
Oil, train, 6632 barrels, 383 casks, 1254 quards, 32 ohm. and 1 anker, from Archangel, Bergen, Boston, Christiansund, Hull London, Lubec, Newcastle, and St. Petersburg.
Pumice-stone, 175 casks, from Dantzic, Leghorn, New York, and Triest.
Pears, 46 casks, from Dieppe, Havre de Grace, and Rouen.
Pease, 3832 sacks, 112 lasts, 74 casks, and 1 cargo, from Amsterdam, Cadiz, Dantzic, Lubec, Malaga, Rostoc, and Sardam.
Paintings and Copperplates, 19 chests, and 3 bales, from Dieppe, Havre de Grace, Lisbon, Leghorn, London, and St. Petersburg.
Peaster, 10 casks, from Bremen.
Palm twigs, 2 bales, and 2 packs, from Genoa.
Paper, 16,091, packs, 115 chests, 18,831 quires, and 1433 bales, from Amsterdam, Bourdeaux, Bremen, Cadiz, Hull, London, Luneburg, Rotterdam, and Sardam.
Perfumery, 89 chests, from Bourdeaux, Cette, Havre de Grace, London, and Rouen.
Pitch, 2926 barrels, from Carlscrona, Lauenburg, Lubec, Rendburg, Uddewalla, and Westerwick.
Pearls, 1 chest, from Bremen.
Pepper, 5253 bags, 418 packs, 389 bales, and 31 casks, from Amsterdam, Bergen, Isle of France, London, New York, and St. Thomas.
Pepper-dust, 204 bags, and 8 packs, from Bremen, and London.
Pipes, 10,251 baskets, 643 chests, and 54 barrels, from Amsterdam, Berlin, Bristol, Rotterdam, Sardam and Torgau.
Pipe-heads, 26 chests, from Lüneburg.
Peaches, 37 chests, from Malaga.
Peach-kernels, 1 cask, from Triest.
Plants, 28 chests, 1 basket, and 1 pack, from Bourdeaux, Genoa, and London.
Plums, French, 16,679 chests, and 3338 barrels, from Bourdeaux, Dunkirk, and Marseilles.
Ploughs, 5 ploughs, from Leith, and London.
Pimento, 1496 bags, 201 casks, and 13 packs, from Leith, Liverpool, London, and Philadelphia.
Pistols, 1 pair from Lisbon.
Pomatum, 4 chests, from Havre de Grace.
Pot-ashes, 1792 casks, from Boston, Carlscrona, Dantzic, Lauenburg, Leghorn, Lubec, Lüneburg, Malaga, New York, St. Petersburg, and Triest.
Provisions, 62 chests, 4 casks, and 3 baskets, from Amsterdam, Archangel, Bourdeaux, Cette, Leghorn, Marseilles, and New York.
Pumps, 3 pieces, and 1 chest, from Malaga, and Rouen.
Pictures, 12 chests, from Antwerp, and Stralsund.
Pots, 36 casks, and 6 hampers, from Hull.
Quills, 70 casks, 1 bag, 2 packs, and 5 chests, from Aalburg, Archangel, London, Lubec, and Norden.
Quicksilver, 7 chests, and 1 cask, from Lüneburg, and Triest.
Quer-citron, 343 casks, and 7 bales.
Ribands, 2 chests, from Havre de Grace, and Sardam.
Rushes, 1 mat from Cadiz.
Resin, 318 broden, and 7 casks, from Amsterdam, Bayonne, Bremen, and Stockholm.
Rags, 483 bags, 2 casks, 3 bundles, 21 packs, and 6330 pounds, from Aarhuys, Bergen, Leghorn, Lubec, Randers, Rostoc, and Varel.

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Ravendnck, 2 packs, from St. Petersburg.
Rice, 12,912 barrels, 913 half barrels, 19,039 bags, and 180 packs, from Baltimore, Boston, Bourdeaux, Bremen, Charlestown, Hull, Leith, Liverpool, London, New York, Savannah, and Triest.
Rhubarb, 282 chests, and 2 casks, from Isle of France, London, Lubec, Philadelphia, and Triest.
Rye, 34,899 chetwerts, 2811 lasts, 18 cargoes, 24 bags, 1242 casks, and 176 bushels, from Archangel, Dantzic, Elbing, Flensburg, Memel, Pillau, Riga, Rostoc, Stralsund, Wismar, and Wolgast.
Raisins, 38,982 casks, 1972 chests, 352 baskets, 141 pots, 100 packs, 10 mats, and 4 boxes, from Amsterdam, Bourdeaux, Cadiz, Lisbon, Leghorn, Malaga, Sardam, and Triest.
Raisin-stalks, 1 cargo, and 13 bales, from Amsterdam, Bremen, and Malaga.
Rum, 2991 casks, 399 hogsheads, and 2236 puncheons, from Bristol, Dublin, Glasgow, Grenock, Leith, Liverpool, London, New York, Portsmouth, &c.
Roots, 9 bales, and 50 casks, from Bourdeaux, Bremen, and Magdeburg.
Statuary in Alabaster, 13 chests.
Starch, 378 casks, from Amsterdam, Berlin, London, and Lubec.
Shovels, (ballast) 48 shovels, from London.
Statuary, 1 chest, from Havre de Grace.
Skins, unnamed, 287 packs, 223 casks, 14 chests, 277 bundles, 212 bales, and 1163 skins, from Amsterdam, Bergen, Copenhagen, Drontheim, Dublin, London, New York, and St. Jago.
——— Bear-skins, 4 bales, and 6 skins, from Baltimore, Bergen, and Stockholm.
——— Goat-skins, 383 packs, and 38 bundles, from Bergen, and Drontheim.
——— Rabbit-skins, 1 cask, from London.
——— Fox-skins, 2130 pieces, and 1 cask, from Aalburg, Jersey, and Olofswig.
——— Hare-skins, 4 casks, from Archangel, and St. Petersburg.
——— Stag-skins, 1 bundle, from Drontheim.
——— Calf-skins, 76 packs, 127 bundles, and 224 skins, from Aalburg, Arhuys, and Bergen.
——— Cat-skins, 1 pack, from Archangel.
——— Lamb-skins, 336 bales, 152 packs, and 1 cask, from Aalburg, Bayonne, Bourdeaux, and Leghorn.
——— Otter-skins, 31 packs, from Bergen, Buenos Ayres, and Montevido.
——— Deer-skins, 342 packs, and 33 casks, from Charlestown, and London.
——— Seal-skins, 2368 skins, 3 casks, and 139 packs, from Amsterdam, Archangel, Bergen, and Greenland.
——— Sheep-skins, 2 packs, from Cape of Good Hope.
Small arms, 10 chests, from Antwerp.
Shot, 131 casks, from Hull, and Newcastle.
Soot, 60 casks, from Archangel, and Magdeburg.
Salmon, 8 casks, 184 baskets, 12 pieces, and 2 chests, from Amsterdam, Archangel, Bergen, Drontheim, Rotterdam, and Sardam.
Sealing-wax, 10 chests, and 1 cask, from Triest.
Serge, 1 bale, from Luneburg.
Seed, 735 bags, 144 casks, 561 bales, and 25 chests, from Bourdeaux, Edam, Leghorn, Luneburg, Magbeburg, London, New York, and Rotterdam.
—— Clover-seed, 30 casks, 533 bales, and 26 bags, from Amsterdam, Antwerp, Dieppe, London, Luneburg, Rotterdam, and Rouen.
—— Grass-seed, 39 packs, and 16 bags, from Leith, and London.
—— Linseed, 3226 barrels, from Lauenburg, Lubec, and Lunenburg.
—— Poppy-seed, 6 casks, from Magdeburg.
—— Cole-seed, 400 barrels, from Neuensiel.
—— Truffle-seed, 129 bales, from Havre de Grace, and London.
—— Sacks, empty, 11,667 sacks, 5 bundles, 19 packs, and 1 party, from Archangel, Dantzic, Elbing, Hull, Leith, London, Pillau, Rostoc, Stettin, and St. Petersburg.
Sacharum Saturni, 47 casks, and 51 chests, from Amsterdam, Rotterdam, Sardam, and Triest.
Safflower, 89 bales, from Leghorn, London, and Malaga.
Saffron, 23 bags, 28 chests, and 9 casks, from Alicant, Cadiz, Malaga, Nantz, &c.
Sago, 22 bales, 13 chests, 187 casks, 548 bags, and 27 baskets, from Lisbon, London, and Oporto.
Salamoniac, 24 casks, and 4 baskets, from Cette, Leith, Leghorn, London, Newcastle, and Rotterdam.
Saltpetre, 2787 bags, and 131 casks, from Bremen, Kaski, and London.
Salt, 1316 moyens, 126 hogsheads, 20 lasts, 215 tons, 1 cargo, and 86 casks, from Cadiz, Embden, Lisbon, Liverpool, Luneburg, Senegal, St. Jago, and St. Ubes.
Sardels, 6 casks, 16 ankers, and 1 basket, from Genoa, Leghorn, Nantz, and Pillau.
Sarsaparilla, 16 serons, 72 bales, 97 packs, and 6 casks, from Bayonne, Cadiz, Charlestown, Havannah, Lisbon, Porto-Cabello, and Oporto.
Saddles, 25 pieces, from Hull.
Saddlery, 26 chests, and 9 casks, from Bristol, Hull, Leith, and London.
Sheep, 1125, from Bilboa.
Sea-wort, 16 casks, from Luneburg.
Shellac, 20 chests, from London.
Shumac, 1074 bags, 190 bales, and 41 casks from Leghorn, Lubec, Malaga, and Triest.
Smalt, 11 casks, from Archangel.
Sledges, 2 sledges, from Stockholm.
Shoes, 4 chests, from Teneriff.
Shoe-soles, 1 cask, and 160 dozen, from London.
Spunges, 2 bales, from Triest.
Swans-wings, 1 cask, from Archangel.
Sail-yarn, 1 ack from Antwerp.

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Sail-cloth, 2468 packs, 344 rolls, 9 chests, and 215 pieces, from Amsterdam, Archangel, Carlscrona, London, Lubec, Riga, Rotterdam, and St. Petersburg.
Silk, 478 bales, 15 chests, and 5 packs, from Alicant, Genoa, Hull, Isle of France, Leghorn, London, and Luneburg.
Silk-stuffs, 2 packs, and 1 chest, from London.
Soap, 1415 chests, 75 packs, and 27 blocks, from Archangel, Bayonne, Dover, Grenock, Leghorn, London, Malaga, Marseilles, Naples, Stockholm, St. Petersburg, and Triest.
Sea-charts, 1 pack, from Stockholm.
Senna, 28 bales, and 5 casks, from Cette, Leghorn, Malaga, and Triest.
Scythes, 6 casks, 77 bundles, and 2196 pieces, from Drontheim, Lüneburg, and Magdeburg.
Serge, 6 packs, from London.
Syrop, 490 casks, 85 pipes, and 1 chest, from Amsterdam, Bourdeaux, Cette, Grenock, and London.
Silver-plates, 5 chests, from London.
Spice, 15 casks, 29 chests, and 11 packs, from Amsterdam, and London.
Spirits of Wine, 6 pipes, from Cette.
Steel, 3153 casks, 131 chests, 202 parcels, 227 pieces, and 37 bundles, from Amsterdam, Bremen, Copenhagen, Drontheim, Lauenburg, Stockholm, and Uddewalla.
Stones, 2 partys, 1 cargo, 66 pieces, and 6 lasts, from Bremen, Calmar, and Madeira.
Stone-gravel, 7 tons, from London.
—— Free-stone, 128 pieces, from Bremen.
—— Grind-stones, 2 pieces, and 104 chaldrons, from Newcastle.
Sea-coal, 7166½ chaldrons, 3430 lasts, 203 tons, and 4 cwt. from Hull, Kirkaldy, Leith, London, Newcastle, Sunderland, and Yarmouth.
Sticks, walking, 2 bales, and 4000 sticks, from London.
Stuffs, 175 chests, 29 packs, and 3 bales, from Hull, Isle of France, London, and Rouen.
—— Cotton-stuffs, 168 chests, and 48 packs, from Hull, and London.
Storax, 3 chests, and 4 casks, from Leghorn, and Triest.
Stockings, 109 chests, 59 packs, and 3550 pair, from Glasgow, Hull, Leith, London, Nantz, and Olofswig.
Succade, 36 chests, from Leghorn, Lüneburg, and Triest.
Sweet-meats, 19 chests, and 9 packs, from Genoa, Leghorn, Malaga, and St. Thomas.
Snuff, 12 chests, 71 casks, and 3 baskets, from Cadiz, Charlestown, Havre de Grace, and Philadelphia.
Snuff-boxes, 1 chest, from Havre de Grace.
Skillets, 142 casks, and 2 parcels, from Bremen, Magdeburg, and Rotterdam.
Sausages, 1 chest, and 1 cask, from Leghorn, and Malaga.
Spelter, 10 casks, and 1 chest, from London.
Setwall, 1 cask, and 1 bale, from Leghorn.
Sugar, 24,382 large chests, 26,283 small chests, 39,701 hogsheads, 2604 casks, 3026 bags, 25 packs, 503 mats, 15 serons, and 4500 pounds, together in weight 76¼ millions of pounds, from Baltimore, Boston, Bourdeaux, Bristol, Canton in China, Glasgow, Grenock, Havannah, Hull, Lisbon, Liverpool, London, Newcastle, Plymouth, St. Thomas, and Yarmouth.
Sugar-forms, 3 parcels, and 500 pieces, from Amsterdam, and Ronnebeck.
Trees, 172 packs, 92 baskets, 3 bundles, and 2 chests, from Amsterdam, Bayonne, Bourdeaux, Dieppe, Hull, Leith, London, Magdeburg, New York, and Rouen.
Tin, 721 blocks, 16 casks, and 193 chests, from Hull, and London.
Tin-plates, 10 chests, from Hull.
Tin-ware, 104 casks, from Hull.
Tin, 1444 boxes, 55 casks, and 103 chests, from Carlsham, Hull, London, Lubec, Lüneburg, and Magdeburg.
Thistles, 24 baskets, from Dieppe, and Rouen.
Tinsel, 1 chest, from Cadiz.
Tortoise, 6 tortoise, from Triest.
Tortoise-shell, 3 casks, 2 chests, and 12½ pounds, from Cadiz, Charlestown, London, and St. Thomas.
Tobacco, 1907 casks, 1832 hogsheads, 4317 packs, 1021 bales, 2556 bags, 2734 rolls, 525 baskets, and 542 bundles, from Amsterdam, Baltimore, Berlin, Boston, France, Glasgow, Hull, Lisbon, Liverpool, London, New York, Rotterdam, Savannah, Seville, St. Thomas, and Triest.
Tobacco-leaves, 1651 hogsheads, 21,145 rolls, 552 packs, and 8 bales, from Baltimore, Liverpool, London, Philadelphia, and New York.
——— Sigars, 1820 chests, from Baltimore, Cadiz, London, and America.
——— Portorico tobacco, 3937 packs, 997 bags, 55,455 rolls, and 19 casks, from Charlestown, Lisbon, New York, and St. Thomas.
Tobacco-stalks, 2918 bales, 80 hogsheads, 59 casks, 424 packs, 81 bags, and 66,841 pounds, from North America, Cadiz, Bourdeaux, Cette, Havre de Grace, and Rouen.
Tobacco, Canaster, 1219 packs, and 7214 petacks, from La Guayra, Porto Cabello, and St. Thomas.
Tallow, 1807 casks, 262 karn. and 372 serons, from Archangel, Buenos Ayres, Drontheim, Lauenburg, Lubec, and St. Petersburg.
Tamarinds, 8 chests, and 1 cask, from Bremen, and London.
Tapestry, (hangings) 196 bales, and 5 chests, from Dieppe, Havre do Grace, Lubec, and Rouen.
Tapestry-goods, 9 parcels, from London.
Turpentine, 70 hogsheads, and 60 casks, from Bourdeaux, Magdeburg, and Triest.
Tea, 9370 chests, and 1 box, from Boston, Bourdeaux, Canton, Copenhagen, Lisbon, London,

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New York, Philadelphia, St. Petersburg, and Stockholm.
Turmeric, see Curcumey.
Tar, 14,499 barrels, from Archangel, Bremen, Carlscrona, Newcastle, and Stockholm.
Tapioca, 10 casks, from Cadiz.
Truffles, 1 chest, from Leghorn.
Tares, 1 cask, from London.
Tooth-picks, 2 chests, from Lisbon.
Thread, 24 chests, 12 bales, 37 casks, and 13 packs, from Berlin, Embden, Leith, Lüneburg, Norden, and Sardam.
Vinegar, 200 casks, 131 hogsheads, 13 chests, and 8 ankers, from Amsterdam, Bourdeaux, Bremen, Cadiz, Dieppe, Guernsey, London, Malaga, Plymouth, Sardam, and Yarmouth.
Varnish, 16 casks, from London.
Vermecelli, 55 chests, from Leghorn, and Magdeburg.
Velvet, 2 bales, and 1 chest, from Genoa, and Havre de Grace.
Vanilla, 79 chests, from Bourdeaux, Cadiz, Genoa, Havannah, and Porto Cabello.
Verdigrease, 103 casks, 11 chests, and 438 pieces, from Bourdeaux, Cette, Marseilles, and Rouen.
Vitriol, 797 casks, from Bourdeaux, Hull, Leghorn, London, Lüneburg, Magdeburg, Newcastle, Sunderland, and Triest.
Warming-pans, for beds, 1, from London.
Wood, unnamed, 8 cargoes, 1921 pieces, and 4 parcels, from Bremen, Dantzic, Drontheim, Embden, Fegegacko, Lubec, Rendsburg, Rotterdam, Sardam, and Stettin.
Wood, balks, 547 pieces,
—— Hoops, 36 cargoes.
—— Log-wood, 36,436 pieces, 243 tons, 368 cwt. and 339,200 pounds.
—— Brasil-wood 6256 pieces, 31 tons, and 720 pounds.
—— Boards, 11,300 boards, and 1 cargo.
—— Fire-wood, 25 fathoms.
—— Box-wood, 9517 pieces.
—— Campeachy-wood, 3028 pieces.
—— Cedar-wood, 162 pieces.
—— Deals, 12,028 pieces, and 6 cargoes.
—— Wooden boxes, 80 pieces.
—— Ebony, 338 pieces.
—— Dye-wood, 43,494 pieces, 30 bales, 7500 pounds, 80 casks, 157 packs, and 530 cwt.
—— Fernambuck-wood, 14,916 pieces.
—— Yellow wood, 6855 pieces, 53 tons, 106 cwt. and 147,204 pounds.
—— Hand spikes, 476 pieces, and 2 gross.
—— Japan-wood, 2 tons, 2 casks, and 8 bundles.
—— Crooked pieces of timber, 37 pieces.
—— Mahogany, 588 blocks, 78 planks, and 747 pieces.
—— Masts, 1 piece.
—— Nicaraga-wood, 3028 pieces.
Nut-tree wood, 364 pieces.
Olive-tree wood, 10 pieces.
—— Hogshead-bottoms, 198 schock.
—— Sasafras wood, 46 tons, and 3 bales.
—— Shovels, 220 pieces, and 4 bundles.
—— Spars, 467 pieces.
—— Staves, unnamed, 47,740 pieces, 374 schock, 238 rings, 7 parcels, and 4 cargoes.
—— Hogshead-staves, 170 schock. and 55 pieces, from Stettin.
—— Pipe-staves, 1727½ schock, and 134 pieces, from ditto.
—— Cask-staves, 485 schock, from ditto.
—— Cask bottoms, 162 schock, and 18 pieces, from ditto.
—— Sweet wood, 183 bales.
Watches and pendulums, 110 chests, and 95 pieces, from Dieppe, Havre de Grace, London, Newcastle, New York, and Stockholm.
Watch-springs, 1 chest, from London.
Watch-glasses, 3 chests, from Havre de Grace, and Rouen.
Wax, 143 casks, 29 bales, 135 packs, and 1 chest, from Archangel, Berlin, Lauenburg, Lubec, Memel, Stettin, St. Petersburg, and Wolgast.
Wax-cloth, 13 chests, and 2 packs, from Drontheim, and Luneburg.
Woad, 420 casks, from Luneburg, and Magdeburg.
Weed-ashes, 17 casks, from Lauenburg.
Whalebone, 229 packs, 66 chests, 4 casks, 140 bundles, and 45 cwt. from Bergen, Hull, Lisbon, London, Newcastle, and Triest.
Wallnuts, 8 casks, and 5 bags, from Bourdeaux, and Genoa.
Water, (scented) 25 chests, from Bourdeaux, Cette, Dieppe, and Havre de Grace.
Weed, dyer's, 15787 boss, from Bourdeaux, Cette, Dieppe, Dover, Rouen, and Triest.
Wine, 2547 pipes, 99 half-pipes, 71 quarter-pipes, 4989 casks, 23,042 hogsheads, 3150 both, 995 pieces, 3333 chests, 91 ankers, and 800 bottles, from Alicant, Amsterdam, Bayonne, Barcelona, Bourdeaux, Cadiz, Cette, Cape of Good Hope, Lisbon, Leghorn, London, Madeira, Malaga, Marseilles, Teneriff, &c.
Wine-stone, or tartar, 380 casks, and 52 chests, from Bourdeaux, Cette, Leghorn, London, Marseilles, Messina, Rochelle, and Triest.
Wheat, 2405 lasts, 4066 sacks, 28 cargoes, 7 parcels, 769 barrels, 9668 chetwerts, and 300 quarters, from Archangel, Dantzic, Elbing, London, Pillau, Rostoc, Stettin, Petersburg, Tonningen, and Wismar.
Wool, 443 bales, 1154 bags, and 118 packs, from Lisbon, Lüneburg, Amsterdam, Randers, and Tonningen.
Wool, Spanish, 260 bales, and 76 bags, from Bayonne, and Seville.
Wool-cards, 1 chest, from Amsterdam.
Woollen-goods, 4871 packs, 859 chests, 1569 par-

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eels, and 48 bales, from Copenhagen, Dover, Hull, London, and Yarmouth.
Worm-seed, 1 chest, from Triest.
Yufts, see Jufts.
Yarn, 273 casks, 362 bales, 17 packs, and 2 chests, from Amsterdam, Antwerp, Bergen, Luneburg, and Sardam.
Yellow, Berries, 167 bags, 36 bales, and 3 casks, from Berlin, Bourdeaux, Leghorn, Rotterdam, and Triest.

CHAP. III.

Of the River Weser, and other Rivers falling into it.—The Manner in which the Trade of Bremen is carried on during the present Blockade, by Means of the River Jahde.—Of Bremen.—Its Localities.—Its Trade.—Transit Duties, &c.—List of Ships arrived from all Places in 1802.—*Money, Weights, and Measures.*

THE Fulda, which takes its rise near the Abbey of Fulda, and the Werre, which runs through Wietzenhausen, and has its source considerably south of that place; both join at Münden, where the Weser takes its name.

The Aller, which runs through Zell, (where it begins to be navigable,) receives, at Hudemülen, the Leine, which runs through the city of Hanover, and below Verden falls into the Weser; this last river passing through Bremen, in its course receives the Hunte, which has its source at a lake south of Diepholtz and running through Oldenburg, falls into the Weser at Elfleet; this river then takes its course right into the North Sea, betwixt the Elbe and the Ems: having a great number of sand banks and shoals, it is difficult of access and dangerous to navigate.

Although there are several smaller rivers than those mentioned which fall into the Weser, and a considerable deal of business done by means of them, yet none are of any consequence, nor are they navigable to a great extent into the interior.

The Werre becomes navigable at Kreutsburg: on this river a great quantity of earthen-ware is sent from Hesse, from the Thüringer-Forest and Wanfred. Almost all the towns that lay near the Weser are

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supplied with deals and balks, that are sent down the Werre and Weser in floats.

The Fulda becomes navigable at Hirschfeld, and falls at Münden into the Weser, from whence it is navigated to Cassel with small vessels. Cassel is 35 English miles north from Hirschfeld, which contains 500 houses, and its principal article of export is linen.

The trade beyond the extent of the Weser and those rivers mentioned which fall into it, is chiefly carried on by land carriage, where the convenience of the Elbe and the Rhine cannot be felt, therefore the trade upon the Weser must always be limited; the impediment attending the approach to the Weser, from the North Sea, is another obstacle, but of less moment, for ships coming from sea cannot come up to Bremen, but must be unloaded at Bracke or Elfleet; however, they have proper lighters to convey the merchandize to and from thence to the town, when there are no impediments in the river.

As the river Weser, like the Elbe, is now blockaded, it is necessary to explain, by what means Bremen now carries on her trade: in this point that city labours under greater inconveniences than Hamburg, if not more danger likewise.

Since the blockade of the Weser, the former trade by that river has been carried on by means of the river Jahde, or rather by a bay or inlet, south-west from the entrance into the Weser; the navigation from the North Sea to it is very intricate and difficult, so that it is only calculated for the smaller sized vessels. The anchorage ground in the Jahde is very indifferent, and even dangerous in autumn, and when the frost is setting in, there is no harbour for ships to run into or lay up in for security against the floating ice, except being hauled into some of the creeks, or on shore.

Small vessels of from 70 to 80 tons burthen, at high water, can go up to Varel, a small straggling town at the south part or extremity of the bay, or the river Jahde, from whence it is about from 1 to 2 English miles, and there load and discharge; but vessels of from 200 to 300 tons, must discharge about ten miles lower down in the river; and those again drawing a greater depth of water, chiefly lay some distance off Eckwarden, a town on the east side of the river, nearly at the entrance

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in the bay; the roadstead is some distance from it, formed by the land betwixt the Weser and the Jahde.

As the vessels lay at anchor in this river, they are loaded or discharged by lighters, and what they call kahns, both flat bottomed vessels, which pass over the sand banks betwixt the Jahde and the Weser, entirely out of the reach of the British cruisers; the craft employed in transporting merchandize to and from the Weser and Jahde are left dry, upon these banks, long before low water, if they do not make their passage whilst the water continues high. Those are the sand banks which protect this description of craft from the surge of the sea, as they are obliged to go round the point of land betwixt the Jahde and the Weser, and make the long voyage up the latter river before they reach Bremen; this is a danger and risk which merits the consideration of the merchant and underwriter.

BREMEN

Is one of the oldest cities in the north of Germany; as early as 837 it is mentioned as a city increasing in commerce and riches; and, in 1158, we have already mentioned that it colonized Livonia and founded Riga; it rose in opulence and commerce as society became civilized and improved; it was one of the principal cities of the Hanseatic league; it is now considered as an imperial city in conjunction with Hamburg and Lubec.

Bremen is situated on the Weser, about 100 or 120 miles from the North Sea; it is a free imperial city, governed by 24 senators and 4 burgo masters, distant from Hamburg and Cuxhaven about 60 miles, in a triangular situation from both. The chief port for unloading vessels bound to Bremen is at a place called Braake, upon the Weser, distant from Bremen 30 miles, where vessels of from 200 to 250 tons burthen can discharge their cargoes into lighters and lay up in tolerable safety. Vessels of larger burthen, of from 4 to 500 tons, are obliged to unload their cargoes into lighters at a distance of about 10 or 15 miles below Braake in the river, (and near to a small village, called Bremer Lehe, in the Hanoverian dominions). When a vessel arrives at Braake, or as near to it as she can come, it is required that the

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captain, mate, or supercargo, procced immediately to Elsfleet, near where the river Hunte falls into the Weser, subject to the Duke of Oldenburg, and there give in an account of the cargo, that the duties may be duly paid before any part of it can be discharged.

All lighters are obliged to stop at Elsfleet in passing up and down the Weser, for the same reasons. The highest duties, payable to the Duke of Oldenburg, do not amount to more than 1 per cent. upon the declared value, at the highest, and upon many articles not near so much. There is also a small transit duty on all goods passing through Bremen for the interior parts of the continent, which, at the highest, is not more than 1 per cent. on the value.

The river Weser runs through the city of Bremen, and divides the old from the new town, which is very convenient for trade, and enables the merchants to have their goods discharged out of the lighters on the quay, in the centre of the town, or even into their own warehouses, adjoining the river.

Bremen, having the convenience of conveying goods by water some distance towards the interior of Germany, they proceed afterwards by land to those places to which they are designed, either up the Rhine to Bavaria, Saxony, Switzerland, Italy, &c. &c. There is at Bremen a harbour, or dock, at a place called Vagesack, on the Hanoverian side of the Weser, about 12 or 15 miles below the city, and from Braake, the same distance; but, owing to the shallowness of the river, there is not a sufficient depth of water to admit loaded vessels to go up to it, but where ships in general winter; it is likewise convenient for such as require repairing. Several ships of considerable burthen are built here every year; and good oak timber is brought down in plenty, and at a reasonable rate.

In Bremen, there are many opulent commercial houses: the place has always had a regular steady business, and avoided many inconveniencies, which Hamburg at several times has experienced.

By the Weser, Werre, and Fulda, and other rivers of less note, Bremen receives from Saxony, Hess, and Hanover, produce and manufactured goods, linens in particular, a little wood, some grain, and

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seeds; in return, it supplies those places with the produce of both the Indies, Portugal, and Spain; and carries on a very considerable forwarding trade, to and from the interior of the continent, in British produce and manufactures, particularly into the lower parts of Germany.

This city partakes so much of the trade of Hamburg, that the description of the commerce of that city becomes applicable to that of Bremen; with this difference, that Hamburg, on account of its extensive interior communication, by means of the river Elbe, as well as the superior conveniences in general for trade, carries on a very extensive commerce, whilst that of Bremen is more limited, being chiefly confined to the circle of Westphalia. It has no bank, but an exchange, and several very good institutions, upon the principle of many small commercial republics.

The share of the trade of Germany which it enjoys is by no means contemptible. During the period in which Hamburg reaped so much benefit by the French entering Holland, Bremen had the following number of vessels in her port:

Year.	Vessels.
1799	1024
1800	578
1801	637
1798	964

Year.	Vessels.
1802	1164
1803	901
1804	like Hamburg, none on account of the blockade.

Whilst Hamburg experienced the inconvenience of being occupied by the Danes, in 1801, Bremen escaped all the inconvenience of these times; but it now partakes of that of the blockade, as is already mentioned. All goods and manufactures, as well as the ships of all nations, when its navigation is free, are admitted here. An account, however, is kept, in the same manner as at Hamburg, of the imports and exports; and, in order to judge of the foreign trade of Bremen in the same manner, without giving the details, an account is given of the number of ships, and the places from whence they arrived, in the year 1802; at a time one can suppose they might have lost part of their trade in consequence of the peace, by returning into its accustomed channel; that this was not the case we have already shewn.

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The Number of Vessels, and the Places from whence they arrived at Bremen, in the Year 1802.

Number of vessels.	Places from whence arrived.	Number of vessels.	Places from whence arrived.	Number of vessels.	Places from whence arrived.	Number of vessels.	Places from whence arrived.	Number of vessels.	Places from whence arrived.
1	Aberdeen	11	Charlestown	1	Guadeloupe	3	Lubec	1	Salon
1	Altona	12	Dantzic	8	Greenland	9	Malaga	3	Seville
1	America	1	Dover	1	Guernsey	4	Memel	26	Steinheuersiel
3	Amesford	1	Edam	97	Hamburg	2	Morlaix	5	Stettin
42	Amsterdam	1	von der Elbe	20	Hull	2	Nantz	10	Stockholm
27	Archangel	1	Elberg	5	Jemgum	3	Naples	11	Stralsund
10	Bayonne	16	Elbing	167	Jeverland	3	Neustadtgodens	1	Sunderland
19	Baltimore	63	Embden	1	Insigny	12	Newcastle	1	St. Domingo
5	Barcelona	1	von der Ems	1	Kempen	4	New York	11	St. Petersburg
2	Barth	26	Enckhuysen	1	Kinderdieck	8	Norden	7	St. Thomas
1	Batavia	2	Essens	1	Kirkaldy	110	Ostriesland	1	St. Valery
1	Benecarlo	1	Fahrsund	38	Konigsberg	1	Otterndorf	4	Triest
1	Bensersiel	1	Frederickstadt	1	Lamholm	5	Philadelphia	1	Udewalla
11	Bergen	2	Gallipoli	48	Leer	2	Pillau	1	Veendam
2	Boston	1	Gloucester	1	Leith	1	Portorico	20	Weender
37	Bourdeaux	1	Gluckstadt	9	Liebau	20	Riga	1	Whitby
1	Bristol	5	Gothenburg	13	Liverpool	10	Rostoc	5	Windau
2	Calmar	1	Greifswalde	3	Leghorn	15	Rotterdam	2	Wismar
1	Campen	2	Greenock	101	London	1	Salem	1	Wolgast
2	Cette	1	Groningen						

From 97 places were 1164 Vessels.

The merchants of this place, when the Weser was free, fitted out annually several vessels for the Greenland and herring fisheries, in which they were successful, having always a considerable demand, at home, for the produce; in the year 1803, they fitted out eight ships to Greenland, which brought home fourteen whales, and they produced 1250 butts of oil. The number of vessels which belonged to Bremen, in 1804, were 170, being 17683 corn lasts, or about 35400 tons in all.

The custom in the purchase and sale of merchandize here is as variable as at Hamburg.

Their books and accounts are kept in rixdollars and grot, reckoning 72 grot to a rixdollar.

Their Exchange course is on Amsterdam, 140 rixdollars, carl d'ors, more or less, for 100 rixdollars banco.

Hamburg, 144 rixdollars, more or less, for 100 rixdollars banco.

London, 601 rixdollars, more or less, for 100 £ sterling, at 2 uso.

One rixdollar currency has 2½ marks, 6 kopffstücke, 16 Dütchin, 18 Flinriche, 48 schillings, 72 grot, or 360 schwraen.

Ducats commonly go here for 2¾ rixdollars. There are whole, half, and quarter specie dollars.

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COPPER COIN.

Schwaren, of which 5 are reckoned 4 pfennings, or 1 grot.

FORBIGN COIN IN CIRCULATION HERE.

Brunswick carl d'ors, old French Louis d'or, and Prussian Frederick d'ors, which are taken at 5 rixdollars; ducats at 2¾ rix-dollars.

Bills of exchange, payable in Bremen, have eight days grace.

WEIGHTS.

One cnt. has 116lb.
One shippound has 2½ cnt. or 290lb.
One stone of flax is 20lb.
One stone of wool or feathers is 10lb.
One pound has 2 marks, 16 ounces, 32 loth, 64 drams, or 256 ort, or pennyweights.

10lb.	in Bremen is	11lb. in England.
102lb.	do.	is 103lb. in Amsterdam.
259lb.	do.	is 260lb. in Embden.
34lb.	do.	is 35lb. in Hamburg.
58lb.	do.	is 63lb. in Lisbon.
41lb.	do.	is 50lb. in Russia.

MEASURE.

68	Bremen ells	are 43 yards English.
11	do.	are 11 ells Brabant.
37	do.	are 31 ells Amsterdam.
106	do.	are 107 ells Hamburg.

20 Bremen feet make 19 feet English.
7 Bremen cubic feet make 6 cubic feet English.

CHAP. IV.

Of the River Ems.—Its short interior Communication.—The Dollart.—Its convenient Situation for the Dutch Trade.—Of Embden.—A Free Port.—Its Trade.—Establishment for Fisheries.—Number of Vessels arriving.—Increasing Trade, arising from the Blockade of the Rivers Elbe and Weser.—Its Moneys, Weights, and Measures.

THE river Ems has a very limited interior communication, the tide flowing not more than fifteen to twenty miles up it. This river, which takes its rise only in the territory of Munster receives the river Hase a little above Meppin, and the Söste at Leer, and is navigable at no great distance in its current; it then runs by the Dollart, a sort of a bay betwixt Embden and the Dutch coast, into the North Sea, in two branches; one called the eastern, the other the western Ems, forming betwixt them the island of Borcum. This river formerly passed close by Embden, from a cut being made to force the current of the river that way; but, being neglected, it has taken its course by the coast of Groningen. There is, however, a narrow channel from Embden kept clear, in consequence of four sluices in the town, which are opened whilst the ebb tide continues.

This river has received a considerable degree of celebrity during the last ten years, not from its extent, but the local advantages, just at its mouth, near Embden, and the political situation of Holland; enjoying

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a free navigation by its neutrality, and being under the protection of Prussia, and, above all, contiguous to Delfzyl, an excellent entrance into Holland, by a spacious and large canal running through the northern provinces, by the city of Groningen, into the Zuyder Zee; — of course communicating with all Holland and Flanders; the trade of which countries, and some parts of Germany, and France, may be said to be carried on by the mouth of the river Ems.

EMBDEN,

In East Friesland, so late as 1266, was looked upon as a shelter for pirates. The Hanseatic League suffering from them, Hamburg took possession of this place, it afterwards made some progress; but, in 1433, it was subdued by the Hamburgers again; from the inconveniences the English merchant adventurers experienced about this time, in 1564, they removed hither, but two years after quitted it, to reside at Antwerp: since that period it has gradually advanced in commerce, and became a part of the Prussian kingdom, which we have already mentioned. In 1751, the King of Prussia declared it a free port, since which time, and by means of the different wars in which Holland was a party, Embden has gained considerable commercial consequence, more particularly as it is so conveniently situated for the Dutch to carry on their commerce with the greatest security in time of war; the duties being a mere trifle for vessels coming to this port they can take their clearance without ever unloading, at little expense, and proceed on their voyage.

As Embden has a considerable intercourse, by the canals of East Friesland, with Groningen, Friesland, Holland, Brabant, Flanders, and even France, in time of war with England, and when the blockade of the Texel was in full vigour, from its being a free port, and under neutral protection, its commerce was considerable, as we have stated, but, not arising from the natural course of its own river and trade, it rather became the entrepôt betwixt England, Holland, and Germany, and the Baltic, as it now will most likely, although the French interdict the Dutch trading by that channel. Goods, however, can be forwarded from Embden, when there is sufficient water in the Ems, to within a short distance of Munster, at little more than 35*s.* per ton: from that city,

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they are then conveyed by land carriage to the interior of the continent, even to Switzerland and Italy, but to Frankfort on the Mayne and other parts of Germany, at a moderate rate; by the same conveyance the French themselves, have got indigo from the India Sales of London, to dye their blue cloth for their army.

As the establishment and success of fisheries have always given wealth and power, where they have been encouraged and protected, so it may be said to have given rise partly to Embden; in 1769, a company was established, to which the King of Prussia granted a charter the year following, and the stock only amounted to 603900 Dutch current florins, divided into 2745 shares of 220 florins each. The committee for inspecting the affairs of this company reside at Berlin, but the special direction is conducted by three members residing in Embden. The charter of this company a short time ago expired, but it was renewed: they have already increased their boats of late years to 60, which have produced them annually, near 1000 tons of herrings, and employed the greater part of the lower class of people.

In the years 1781 and 1782, a great share of trade went through this place, but the French revolution, and particularly their overrunning Holland, gave a new life to it. In 1781, the ships cleared outwards were 1025, and those which entered inwards were only 1004.

The number of ships which sailed from Embden, and properly belonging to the merchants of that place was, in the year 1784, 273, being 19,289 lasts, or 38,578 tons; vessels for the herring fishery were 43, making 1280 lasts, or 2560 tons, manned with 550 men.

In the same year there was imported, by sea, in 482 ships and vessels,

Coffee	centr.	808	Flax seed	barrels	972
Iron	——	2400	Pot-ashes	centr.	1508
French brandy	pipes	493	Sail-cloth	ells	34300
Corn and grain from the Baltic	last	3419	Melasses	centr.	1962
Hemp	——	180	Leaf tobacco	for rx.	21000
Timber	for rx.	37000	Tea	centr.	1074
Coarse linen	ells	134000	Tar, pitch, train oil	barrels	2312
Rice	cwt.	1690	Wine	hhds.	1319
			Sugar	cwt.	840

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The exportation in the same year, was in 568 ships.

Butter	centr.	4346	Linen	pieces	1175
Grain	lasts	3277	Clinkers	——	1022000
Herrings	barrels	11862	Rape-seed oil . . .	lasts	377
Honey	——	126	Knitted Stockings . .	pair	15800
Cheese	centr.	27250	Linen thread	centr.	795

The imports to Embden, from Great Britain, are such as go direct to Holland in times of peace, and to the Elbe and Weser at present. The exports from Embden are now estimated to be annually from 140 to 180,000 quarters of oats to England, about 20,000 quarters of rape seed to England and Holland, 30 to 40,000 quarters of beans to England and France, 20,000 quarters of barley to Norway and other places, several thousand firkins of butter to London, and vast quantities of cheese, before it was prohibited by the French, from Holland. Some linens manufactured in Westphalia, are shipped by this channel.

Merchandize and British manufactures transported through Embden, for the interior of Germany, or other places, were lately interrupted at Meppin, by the French, but the King of Prussia caused that obstruction soon to be removed, and now it is free.

As we have before observed, Embden was a port, free from any restraint to the ships, merchandize, or manufactures of all nations; it is, therefore, difficult to ascertain the importation and exportation at the present time; but some idea may be formed of the state of the trade, when, in 1799, 3402 vessels entered inwards, and 2151 sailed outwards, and it is since stated, that, till the French interrupted the trade in that direction, the harbour could scarcely contain the quantity of shipping frequenting it.

No doubt that by this channel the Dutch, Flemings, and even the French, are enabled to carry on their Baltic trade through the canal of Holstein along the coast, and without the reach of the British cruizers; besides, it is easy for the residents of Embden to purchase Dutch vessels, or to transfer them, and securely navigate them under Prussian colours. In 1804, exclusive of the great increase of the com-

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merce of Embden, it is stated, in that year, that the vessels belonging to Embden were no less than 500 employed in the carrying trade only.

They had a branch of the bank of Berlin established here in 1769, which we have already described under the Institutions of Prussia. Several insurance companies have been established since the year 1772.

They have no edifice for an exchange at Embden; their business is transacted in a large hall at a coffee-house.

They keep their books and accounts in rixdollars, at 54 stivers, each stiver at 10 wittens; also in guilders and stivers, 20 of the latter make 1 of the former; each stiver has 10 wittens.

Guilders at 10 schaf, 1 schaf at 10 witten currency.

The coins that circulate here are as follow:

1 specie dollar is $1\frac{1}{3}$ dollar currency; $2\frac{1}{2}$ mean dollars, $3\frac{1}{3}$ guilders, 4 marks, 12 schillings, 24 flinderkes, 36 schafs, 72 stivers, 96 grots, 144 seyferts, 288 oerts, or 720 wittens.

The bank of Embden depends on that of Berlin.

WEIGHTS.

1 shippound is 3 centner, or 300 lb.; the pound at 16 ounces.

211lb. Embden is 231lb. English.
100lb. ditto . 102½ lb. Hamburg.

MEASURES.

15 Embden ells are 11 yards English.
29 ditto . . . 28 Brabant ells.
35 ditto . . . 34 ells Amsterdam.
53 ditto . . . 50 Flemish ells ditto.
47 ditto . . . 55 ells Hamburg.
73 Embden feet are 71 feet English.

Corn measure is the last of 15 barrels; 4 verps, or 2 scheffels, make a barrel.

One last in Hamburg make 16½ barrels in Embden, or 66 verps.

CHAP. V.

General Observations on the Blockade of the Rivers Elbe and Weser.—The new Channels of Trade in consequence thereof.—Amount of the Imports and Exports of Great Britain to and from Germany, from the Year 1700 *till* 1804.—*Likewise of the Trade and Navigation for the Years* 1800, 1801, *and* 1802.—*Also similar Particulars of Holland for the same Period.—Remarks on the Dutch Decree, prohibiting any Trade with Great Britain.—Importance of the Trade betwixt the two Countries.—Amount of the Trade with Holland since* 1700, *and of the Trade and Navigation in* 1800, 1801, *and* 1802.

FROM the description that has been given of these rivers, it is clear that their importance to the German empire is extremely great, and that the freedom of their navigation ought to be maintained at all risks. Nothing is so contrary to the law of nature and of nations, as the conduct of the French in this respect, and modern times afford no example of such an audacious infringement of essential and indisputable rights on the one hand, and of lame and impolitic submission on the other.

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The infringements committed by the French are however of too serious a nature to be long submitted to; and either the Germans will lose their independence altogether, or else they must rise and vindicate their rights.

The Rhine was altogether a German river till the conquests of Louis XIV. made it partly French; and by the subjection of Holland, of the Austrian Low Countries, and the Country of Liege, it is now almost entirely French; but the other three rivers, neither can nor ought to be in any degree French, until the German body is dissolved, and Prussia falls.

Policy and necessity sometimes make nations submit for a while to situations that, were they to be permanent, would be nothing less than attended with total ruin. Of this species of temporary submission must be considered the acquiescence in the invasion of Hanover, and the interruption of the navigation of the rivers in question.

Though commerce is changeable, and apt to remove its abode, yet it seldom settles in any place without a prospect of uninterrupted security.

By degrees, the course of the northern trade, which had been interrupted by the blockade of the Elbe and Weser, has opened itself new ways. Although the Sound is free for the English and neutrals, the towns of Stettin, Magdeburg, and Embden have got a considerable share of the former trade of Hamburg.

To Stettin a great part of the Spanish trade from Hamburg in the linens of Silesia has been removed; and it is said, that the King of Prussia, to promote it, has advanced some millions of dollars, which has enabled several mercantile houses of Stettin to furnish ships direct to Spain.

The town of Magdeburg has now become a staple-place for British and colonial produce, which formerly went up the Elbe from Hamburg; therefore goods that formerly came from Hamburg and Lüneburg, through the Hanoverian territories, to Brunswick, Frankfort, Cassel, and even to Leipsic and Nürenburg, are now forwarded from Magdeburg.

From Embden there is an immense transport of merchandise, with Prussian passports, to Munster, the province of Westphalia, and even to Holland; but lately all trade between Holland and Embden has been interrupted, except by the Zuyder Sea.

We must once more refer, for our sentiments on this subject, to the

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close of the first chapter in the first book of this work, and to the numerous observations which will be found dispersed throughout it, by what channels commerce to the Continent can be carried on with security, so long as matters remain in their present state, and the Elbe and the Weser continue blockaded.

To sum up the whole, Stettin affords an extensive avenue, if Prussia wisely knew how to avail itself of it. The description of Holstein and Schleswig will shew that, so long as they are suffered to remain independent, they will afford facility to the trade of Hamburg, and from thence to the interior. The means by which Bremen carries on her trade is shewn; and, as to Embden, the late French decree interdicting the trade of Holland with Great Britain, will most likely produce the blockade of Holland, and force through the neutral port of Embden, more or less, the trade of that unfortunate country. In consequence of that decree, we have given, a state of the trade of Holland with Great Britain, during the same period we have given that of the other powers, to shew the complete state of the trade and navigation of Great Britain with all the northern nations.

In stating the amount of the imports and exports of Great Britain to and from Germany, according to the official accounts from the custom-house books, some observations are necessary; comparing this statement with the remarks made of a similar one for Prussia, from which kingdom the greatest part of the linen manufactured was exported by way of Hamburg. Such share as was exported to England is entered in the customhouse-books under the head of Germany, though it properly belongs to Prussia, the same remark applies to exports. On the other hand, Prussia takes a great part of her dye-woods and colours, and colonial produce from Hamburg, which has been exported even from Great Britain. The trade betwixt us and Germany underwent but little alteration, until four years after the French revolution commenced, when, as we observed, this trade changed all at once, like the removal of a great river from its old bed, into that of a new one.

The following tables together will give a complete account of the German trade for 104 years, and prove, from the immense and sudden increase, that it is through that channel that Britain now supplies nearly the whole continent.

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The second table of the Trade and Navigation of Great Britain with Germany is during three of the most remarkable years in the north of Europe. The first when the northern confederacy took place; the second the battle of Copenhagen, and when the Danes took possession of Hamburg; the third a year of peace, which produced but little variation from the preceding years in the trade betwixt Great Britain and Germany.

Amount of the Imports and Exports of Great Britain to and from Germany, in different Years, betwixt 1700 *and* 1786; *and from* 1791, *each Year, to the present, distinguishing England from Scotland.*

GREAT BRITAIN.

Years.	Imported.	Exported.	Years.	Imported.	Exported.
1701	£ 729097	£ 1005306	1745	674507	1486157
1705	676381	978104	1750	645513	1255872
1710	457878	975803	1755	696093	1361964
1715	656417	877515	1760	668076	1544016
1720	508432	760224	1765	602624	1869465
1725	759969	1039375	1770	684463	1272569
1730	831390	1092490	1773	454186	1337552
1735	835180	1197776	1782	524882	1549745
1740	747795	1091061	1785	559177	1402284

Years.	ENGLAND. Imported.	Exported.	SCOTLAND. Imported.	Exported.
1791	£ 600097	£ 1839418	£ 115530	£ 50327
1792	562742	2078047	87694	61063
1793	731423	2447385	62672	35310
1794	757361	5887736	38777	55189
1795	930929	7991783	89703	80225
1796	1992639	8066707	89636	107282
1797	1522143	8260207	54283	124347
1798	2003079	10503247	88752	186218
1799	2613809	8442073	206324	231224
1800	2182927	12010572	169270	654252
1801	1900936	10130027	143238	838325
1802	1070941	9607781	121089	707584
1803	835570	5933275	83568	285825
1804	——	——	48519	76117

Table of the Trade and Navigation of Great Britain with Germany in the Years 1800, 1801, 1802.

In what Year	Value of Imports from Germany.	Value of Exports to Germany. British Produce and Manufacture.	Foreign Merchandize.	Total of British & Foreign Merchandize.	Shipping. Inwards. British. Vess	Tons.	Men	Foreign. Vess	Tons.	Men	Outwards. British. Vess	Tons.	Men	Foreign. Vess	Tons.	Men
	£. s. d.	£. s. d.	£ s. d.	£. s. d.												
1800	2352197 15 3	4364120 8 5	8300470 18 0	12664591 6 5	468	61877	3341	549	68332	3525	616	87406	4824	555	78205	3898
1801	2044175 2 7	4923616 18 8	6186687 2 7	11115304 1 3	335	47854	2513	613	77526	3679	492	68274	3840	663	95475	4606
1802	1192030 10 4	3992601 2 6	6322765 8 0	10315366 10 6	467	74871	3800	115	17360	838	736	117470	6020	164	26770	1284

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Although the French have prohibited the direct commerce of Holland with this island, yet we have given a state of the trade and navigation of Great Britain with that country, in conformity with those already given of all the other northern powers, and during three remarkable years, by which a correct estimate may now be made of the whole trade of the north of Europe. This table serves to shew the commerce betwixt Britain and Holland, during the single year of peace, in a striking point of view.

The Amount of the Imports and Exports of Great Britain to and from Holland in different Years betwixt 1700 *and* 1786; *and from* 1791, *each Year, to the present, distinguishing England from Scotland.*

GREAT BRITAIN.

Years.	Imported.	Exported.	Years.	Imported	Exported.
1701	£ 521257	£ 2138569	1745	431374	2278018
1705	572209	1715002	1750	325487	2204065
1710	637447	2071306	1755	276237	1710587
1715	436588	1945738	1760	412397	1784442
1720	482085	1915112	1765	420273	2026772
1725	563684	1777724	1770	352535	1766333
1730	568102	1766526	1773	411642	1873860
1735	524625	1954837	1782	2485	90933
1740	403664	1754204	1785	468121	1506303

	ENGLAND.		SCOTLAND.	
Years.	Imported.	Exported.	Imported.	Exported.
1791	£ 694130	£ 1158781	£ 159853	£ 207093
1792	633780	1340707	167754	175742
1793	672560	1486372	131745	131762
1794	840747	1553956	172604	86959
1795	115758	111115	3828	——
1796	196981	507270	12952	8997
1797	408960	1338196	117407	2719
1798	481409	938102	112694	——
1799	158187	17652	42245	——
1800	802138	3168735	170461	39878
1801	829865	3453320	196092	37267
1802	791214	4861862	183323	96135
1803	489137	1542388	141266	22967
1804	——	——	146063	9386

Trade and Navigation of Great Britain with Holland in the Year 1800, 1801, *and* 1802.

In what Year	Value of imports from Holland.	Value of exports to Holland.			Shipping.											
		British manufactures.	Foreign merchandise.	Total of British & foreign merchandise exported.	Inwards.						Outwards.					
					British.			Foreign.			British.			Foreign.		
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	vess.	tons.	men.	vess.	tons.	men.	vess.	tons.	men.	vess.	tons.	men.
1800	972600 14 4	20414 16 4	3188198 13 7	3208613 9 11	3	871	44	832	58018	3677	—	—	—	318	23446	1525
1801	1025958 14 7	56738 0 7	3440006 18 4	3496744 18 11	12	1828	91	913	69656	3978	34	4406	238	292	27874	1640
1802	974537 5 4	757996 1 11	4200001 7 5	4957997 9 4	852	110235	5808	600	39276	2445	857	117488	6164	458	34090	2168

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BOOK VII.

CHAP. I.

Preliminary Matter relative to British Commerce with the North of Europe, replaced by the Cultivation of the internal Resources of Great Britain and Ireland.

IN order the better to form an estimate of the importance of the trade with the northern parts of Europe as it now is, and as it probably may be in the course of a short period, it will be necessary to take a view of the internal state of the industry, resources, and commerce of the United Kingdom.

England having surpassed all other nations in wealth, the value of money in it is very different from what it is in them. Amongst many others of the consequences of this situation of things, into which it is by no means our purpose to inquire, one that is very essential, and productive of most extensive and important consequences, is, that the produce of those countries that are poorer can be afforded by them, at such a price, as discourages the production of the same articles amongst ourselves.

This is more particularly the case with Russia and the northern nations, than with any other. We have seen that the greatest part of the produce of Russia that is exported comes to this country, and yet of that produce we could ourselves furnish nearly enough, or we could get it from North America; but the great value of money in Russia procures that country the preference.

It is, however, very fortunate for this country that the Russians and Swedes, instead of endeavouring to sell as much as possible at a reasonable rate, always sell at as high a price as they can obtain; otherwise we could make little iron in this country, and all the other articles would be discouraged; but, as it is, we have now no inducement

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to take any of those articles farther than what is necessary to supply the deficiency of those produced at home.

Though the observations here are chiefly applied to Russia, it is only because it is of more importance than the other nations of the North, not that the case is different; for it is with all the others nearly the same,—exception being made of Prussia, which follows the same line of conduct that France did under Colbert, in the reign of Louis XIV. Manufactures of all sorts are encouraged, and high duties laid on the importation of almost every article. To a certain extent, this is good policy, but not if carried too far; for the home manufacturers having a monopoly of their own market, never excel in quality, or work cheap, which competition only enables or rather compels people to do. Colbert's plan did not succeed with France, as other nations, particularly the English and Dutch, finding they must pay in specie, imitated, and at last excelled them in many branches. In fact, the French only retained their superiority in articles of high luxury, of which they are themselves the greatest consumers. Enamelling, jewelry, embroidery, and some more arts remained there; but the arts of making paper, glass, hats, watches, &c. rose in England and Holland, in Colbert's time, and chiefly through his selfish views. Prussia, indeed, need not fear the like consequences, for she has not the like excellence; but, as to losing the trade with other nations, that is to be expected;—for when Prussia has extended her manufactures all she can, it will be but for her own consumption, unless she has some regard to reciprocity in trading with other nations.

From what has already been said, and from other tables and observations that will be found in the second part of this work, the reader will find full materials for making up his mind on this business; and it will clearly be seen, that most part of the articles which this country buys from the northern powers, have risen in price most rapidly, while those consumed in the country have nearly remained as they were.

As, in the former part of this work, we have endeavoured to shew that, without the commercial connection with England, the northern nations, and particularly Russia, would have little trade; so we shall

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in this shew by what means Britain may, if reduced to that necessity, become independent of those northern nations, for the staple articles which we import from them.

The possession of whatever is valuable excites envy and jealousy, and nothing does so more than the possession of commerce. Sometimes that jealousy is well founded, and sometimes not; in the present case, we have proved that the jealousy of the northern nations was not well founded; but it is far from certain that the proofs brought forward will produce the effect intended; for this is a question that interests the passions, in which, therefore, the judgement does not act with its full force.

The principal cause for our immense importations, from the north of Europe, is the great difference that there is in the value of money in those countries and in this; a difference that can enable them always to suit their prices to our market; that is, so as to be below that at which we can produce the same article ourselves.

It fortunately happens that avarice counteracts this state of things, in some instances to a great degree, and to a certain degree in all. Thus, for example, we can supply ourselves with iron at as cheap a price as the Swedes and Russians are disposed to sell it; but not at so cheap a price as they might sell it if they would.—Had they been disposed to extend their iron trade, instead of always demanding the highest price they could get, we should never have made the progress we have done in our iron works.

The price, in fact, of every article produced in the North, and fit for the English market, seems to be regulated by the price the same articles can be raised at in England, and not according to the natural price. Thus we find that tallow and hides that come to the English market are above three times the natural proportion of price, to that part of the beast that is consumed in Russia. Naturally, the pound of tallow is not sold at a higher price than a pound of meat; but, in Russia, in many parts, it is sold at more than ten and even fifteen times the price; this however, was not the case till the exportation to England, which raised the price of tallow and hides, and lowered the price of the rest of the carcass, in the interior parts of that empire.

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The reason for entering into this here, is, that the great extent of our imports may be clearly accounted for, as there are very few articles imported from Russia which we cannot produce; but the fact is, that the value of money is so different in the two countries, that, whatever can be brought to this market, becomes too dear for their own consumption. We see the Russian peasant supplied with abundance of animal food, but not able to afford to burn a tallow candle; while we find the English peasants burning their tallow, though they cannot afford to live on animal food.

It is the great prices that England can afford to give, and does give, for the produce of other countries, that raises, all over Europe, every sort of article that comes to her market. The dearth of corn in England has enriched Mecklenburg, Poland, and many other countries, in a few years, and its wealth is gradually diffusing itself into other parts, for other objects; but, so long as the proportionate values of money remain as they are, it is to be feared that we shall still continue to purchase, instead of produce; although the ultimate tendency of such a conduct must be extremely ruinous to us, as it has been to all nations that ever rose high above others in wealth.

At the beginning of the last century, about the time when the foundation of Petersburg was laid, the exports and imports to and from this country and Russia were nearly equal to each other; and did not amount to above 100,000*l.* a year on each side; between 1710 and 1720, the balance turned against England, and the trade has had a regular increase ever since; the imports from thence, however, increasing far more rapidly than our exports.

The natural productions of England and Russia are, with a few exceptions, nearly the same; so that till England became a manufacturing country, and Russia advanced in civilization, she had had no occasion for any article with which she could be supplied from that quarter; and, on the other hand, England could not afford to purchase, and had no motive for purchasing, from Russia, any thing she could produce within herself.

The gradual improvement and civilization in Russia, together with the unexampled progress which the English made in commerce and

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manufactures created in time a real advantage in the exchange of commodities; and it is at this day, perhaps, the only branch of our European commerce to which we have a right to look for greater extension. Many branches were on the decline, even before the commencement of the French revolution; others were nearly stationary, and a few, (at the head of which we must place the commerce with Russia) were on the increase until 1793, when they received a check from enormous duties and prohibitions that took place at that time.

In a work of this nature, agriculture, on its own account, ought not to be in any way considered; but its intimate connection with the general commerce, as well as in a still more particular manner the manufactures of the country, renders it an object to which it is necessary to pay some attention.

While we are upon this part of the subject, it may not be improper to observe, that it will be the interest of all the powers around the Baltic, but of Russia in particular, to treat the merchants of this country with great liberality, as well as to reduce the duties on British manufactures. It will be seen by the tables, in their proper place, that we import from every northern power in Europe, more than we export, and from Russia four times as much; while we are carrying on a trade with the northern parts of America, which can supply most part of the same articles; where, instead of the balance being against us, it is very much in our favour. If then, by any accident, the connection between this country and the northern parts of Europe should be interrupted, though for a very short time only, the trade would never again fall into its old channel to any thing like its present amount; for, even without having recourse to the British plantations, we could raise within ourselves what we require, and employ the same quantity of tonnage and number of men, in carrying the same articles, as are now employed to bring the produce from the northern powers; and were we to follow their example, and as vigilantly produce their raw materials within ourselves, as they are anxious to establish and to prohibit our manufactures, they would soon lose their trade, and

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this country would profit by all that advantage which they would lose.

This circumstance appears to be totally unknown to the northern powers themselves, who have, for a number of years, acted as if Britain could not do without their trade, but as if they could do without the trade of Britain.

If, indeed, they judge from the importance and nature of the articles they import from us, which are of luxury only, they draw a true conclusion; but then they should consider that the great article they receive in return is *money*, and that to a far more considerable amount than they do from any other nation.

It is easy for Russia to say, England must have our tallow, hemp, flax, iron, timber, &c. but we can do without their cloth, cutlery, toys, trinkets, or articles of luxury and taste. This is very easily said, and seems plausible; indeed, it not only seems so, but is calculated to go down with those who have a superficial knowledge of the subject, or who consider one side of the question only. The case, however, would be greatly altered if we were to speak on our side and say, "As for the manufactures we send out to the north of Europe, we send more to America in one month than we do there in a year; we can produce hemp, flax, and iron enough at home, and in our own plantations in America. As for the other articles of tallow, timber, &c. we can have timber from our North American possessions, and give goods in return; oil from our fisheries and our own produce will supply the place of tallow; so that we shall keep some millions of ready money in our pockets by the change."

We shall leave to those concerned, to judge which of the statements is the most founded on reality and fact, and therefore to determine which of the parties, the northern powers or Britain, are the most deeply interested in preserving the connection that now exists.

To imagine that the order of things that now exists will remain because it exists at the present time, is a very general error; but the smallest degree of reflection, or recurrence to history, will set the matter right, and shew of how transitory and evanescent a nature are the wealth, importance, and connections of nations.

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The Hanseatic League, and the fallen greatness of the towns and cities of which it consisted, proves that commercial wealth and greatness are not less fugitive than that acquired by other means.* It is, therefore, of the highest importance, where there is a good commercial connection, to preserve and encourage it.

We see, from the advancement of this country in arts and industry, that much has been owing to taking advantage of circumstances, and the errors of our neighbours.

It is with a particular wish to point out the importance of the present moment, for the aggrandisement of this branch of commerce, that the following materials are collected and laid before commercial men, in all those countries of which we have treated; as well as with a view of proving to the respective governments, without whose care commerce cannot flourish, that it will be to their advantage to act with liberality, and embrace eagerly the present opportunity of extending and cementing their connection, both political and commercial.

* The following document will shew what changes have happened in Europe within a period of no great length, and the rank of the different powers of Europe three hundred years ago, as published by *Paris de Crossis*, master of the ceremonies to Pope Julius II. in 1504.

1. Emperor of Germany.
2. King of the Romans.
3. ——— France.
4. ——— Spain.
5. ——— Arragon.
6. ——— Portugal.
7. ——— England.
8. ——— Sicily.
9. ——— Scotland.
10. ——— Hungary.
11. ——— Navarre.
12. ——— Cyprus.
13. King of Bohemia.
14. ——— Poland.
15. ——— Denmark.
16. Republic of Venice.
17. Duke of Brittany.
18. ——— Burgundy.
19. Elector of Bavaria.
20. ——— Saxony.
21. ——— Brandenburg.
22. Archduke of Austria.
23. Duke of Savoy.
24. Grand Dake of Florence.

How different would the arrangement be now! and how many are extinct! where was *Russia* then? where now are *Arragon, Poland, Navarre, Cyprus, Venice, Brittany, Burgundy,* and *Savoy?* and where are the *Pope* and his *grand master* of the ceremonies.

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CHAP. II.

General View of the Trade, Navigation, Manufactures, and Finances of Great Britain and Ireland.

IN taking a general view of the state of the united kingdom from the documents that are essential for that purpose, we find, so far as it is necessary to examine in a work of this sort, that it now stands nearly as follows:

That 100 years ago the revenues of England, or rather at the beginning of the last century, amounted only to - £2,500,000
That last year the ordinary revenues amounted to - - 45,641,422
That they are therefore augmented in the proportion of 1 to 18
That at the former period our exports amounted to - - 5,5000,000
That they last year amounted to near official value - - 34,500,000
Which is an augmentation in the proportion of 2 to 13.
That, at the former period, our imports amounted to - 3,000,000
That last year they amounted, reckoning the East India imports at the same rate as the preceding year, to upwards of - - - - - - - - - 30,000,000
Which is an augmentation in the proportion of 1 to 10.
That at the former period the balance in our favour was on an average of 10 years - - - - - - 2,800,000
That at the latter period on the same average - - - 10,000,000
Which is an augmentation in the proportion of 1 to 3⅓ nearly.*
That at the first period our exports consisted chiefly in home manufactures and produce sent to the continent of Europe, and that at the

* The values all along are rated values, not the real ones; but though the sum may not be quite exact, the proportions are so as the error at different times is equally great: if therefore they do not give exact information as to price, they do as to quantity, which is fully as important.

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latter period a great proportion consisted in East and West India produce, and that instead of a general trade to the continent of Europe, the northern nations, America, and our own colonies, were almost our only customers.

That those customers are very different from each other in regard to the nature of the goods they take. The continent of Europe takes more colonial and India produce than British manufactures.

That America takes from this country no East India produce at all, and but little from the West India Islands, but that nearly all our exports there consist of British manufactures.

That, without commerce with the continent of Europe, it would be impossible to find sale for our East India and colonial produce, and that as an interruption in that trade must be attended with the worst of consequences to commerce in general, and that as the usual channels are cut off, it is necessary to cultivate and protect those that remain, with the greatest vigilance and attention.

That the most rapid increase of our trade, as well as of our revenues and burthens, has been since the year 1793, when the war broke out with France, which being of a nature entirely new, has produced a very uncommon effect.

The French have lost both the East India and West India trade, though, previous to the war, they had greatly more of the latter than England, and could undersell us on the continent, particularly in the the articles of sugar and coffee.

The Dutch have also lost the greatest part of their trade.

The continent of Europe has been insecure, and therefore much capital has come over to this country.

A variety of inventions, for the abbreviation of labour, have also tended greatly to increase the advantages that this country enjoys.

As our imports have increased in a still greater proportion than our exports, it is certain that our unprecedented wealth, and capacity of bearing burthens, do not principally arise from our foreign trade, but from our internal industry and improvement, and that therefore if our foreign exports fall off, we must cultivate internal resources, so as to

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keep down the imports in proportion, and then the wealth of this nation will not be diminished.

The purpose of the present work is to shew how the trade to the continent may be preserved, but if that cannot be done, owing either to the want of care, or some other circumstances, then to point out how we may improve our interior resources, so as to diminish importation.

With regard to Scotland, its progress has been so nearly similar to that of England, that there is not any occasion for making remarks upon it separately.

Ireland is however different; its burthens increase much more rapidly, while neither its internal industry nor foreign trade have augmented nearly so fast as those of England, though by nature its resources are full as great as those of Britain in proportion, it is therefore the portion of the kingdom that stands the most in need of being brought forward, by the cultivation of its internal resources.

It would not, by any means, be either proper in itself, or consistent with the plan of this work, to make a commentary or observation on every document that is laid before parliament, but to make general observations and point out general advantages, supporting what is said, by the documents produced.

A work of this sort is not composed for ignorant men, but for those who understand business, though they may want information on particular points, and must, of necessity, find benefit from having information from documents that are necessary to making up their minds, and forming a judgement on many different subjects.

It is besides to be remarked, that it is not from single insulated facts that conclusions can in general be drawn, but from an assemblage and union of a great number of facts; with which view it is, that the most essential facts relative to the state of trade, commerce, and industry in all their branches, are laid before the reader, on whose mind this simple impression is intended to be made; that, as our expenses increase, we must endeavour to increase our means of bearing them, by encouraging our foreign trade; and if that either fall off, or cannot be extended and carried further, than by cultivating our internal resources.

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In order to shew how much difference there is in the channels through which commerce flows since the French revolution, I have given the following statement of two years during the peace of 1782, and two years since; one at the close of the last war, and the year of peace following it, with the four nations we are now free to deal with.

	1784.	1785.	1801.	1802.
Russia . .	226461	233998	919843	1376399
Denmark .	261998	322395	416475	537517
Sweden . .	57590	65307	111254	108296
Germany .	1245438	1402284	11115304	10315366
£.	1791487	2023984	12562876	12337578

The following general tables and statements are only the most essential to be known by the commercial reader, relative to Britain and Ireland.

An Account of the Value of all Imports into, and all Exports from Great Britain, for Nineteen Years, ending the 5th of January, 1805, distinguishing the Value of Imports from the East Indies and China, from the Value of all other Imports: And distinguishing the Value of British Produce, and Manufactures Exported, from the Value of Foreign Articles Exported; together with the Difference between the Official Value, and the Declared Value of British Produce and Manufactures Exported the last Seven Years.

Years ending 5th January	Official Value of Imports from		Official Value of Exports.			Real or declared Value of British Produce previous to 1798, the declared Value is not given in the Papers laid before the House Commons.
	East Indies and China.	All other Parts.	British Produce and Manufactures Exported.	Foreign Merchandise Exported, including Over-estimated Value on Coffee.	Foreign Merchandise Exported, after deducting Over-estimated Value on Coffee.	
	£.	£.	£.	£.	£.	£.
1787	3156687	12629385	11830372	4475493		
1788	3430868	14373146	12053900	4815689	4606054	
1789	3453897	14573272	12724719	4747518	4517766	
1790	3362545	14458557	13779506	5561042	5379965	
1791	3149870	15981015	14921084	5199037	4979797	
1792	3698713	15971069	15810018	5921976	5670412	
1793	2701547	16957810	18336851	6568348	6129998	
1794	3490023	15757639	13892268	6497911	3784417	
1795	4458475	17830418	16725402	10022680	8286043	
1796	5760810	16976079	16336213	10785125	8509126	
1797	3372689	19814630	19102220	11416693	8923848	
1798	3942384	17071572	16903103	12013907	9412610	
1799	7626930	20230959	19672503	13919274	10617526	33148682
1800	4284805	22552626	24084213	11907116	9556144	38942498
1801	4942275	25628329	24304283	18847735	13815837	39470203
1802	5424441	27371115	25699809	16601892	12087047	41770354
1803	5794906	25647412	26993129	19127833	14418837	48300683
1804	6348887	21643577	22252027	11540359	9326468	40100870
1805	——	23993160	23934291	13537097	10515574	46549642

In the Year 1696, certain Rates of Value were affixed to the several Articles Imported into, and Exported from this Kingdom; and, consonant to these Estimates, the Ledgers of the Inspector General's Office are still kept, and the Public Accounts stated accordingly.

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The Official Rates are in general much under the true Value, but in one or two Instances (particularly Coffee Exported) they greatly exceed, and therefore in the above statement the price of Coffee has been reduced to as nearly its real Value in each Year as could be ascertained.

The declared Value of British Produce and Manufactures Exported under the Act of the 42d of His Majesty, Cap. 43. amounted in the Year ending 5th January as stated above.

The Account of the Value of Imports from India and China, for the Year ending 5th January 1805, could not be made up at so early a period.

IRELAND.

An Account of the Value of all Imports into and all Exports from Ireland, for the Two following Years, distinguishing the Value of Irish Produce and Manufactures from the Value of Foreign Articles Exported.

The Year ending 5th January, 1804.

		£.	s.	d.	£.	s.	d.
Official Value of Imports					5275650	1	0
Official Value of Exports	Irish Produce and Manufactures	4629086	3	0			
	Foreign Articles	141301	17	3			
					4700388	0	3

The Year ending 5th January, 1805.

		£.	s.	d.	£.	s.	d.
Official Value of Imports					5718945	3	4
Official Value of Exports	Irish Produce and Manufacture	4902914	11	10			
	Foreign Articles	160158	9	10			
					5063073	1	8

Note.—The Account of the real Value of Irish Produce and Manufactures could not be ascertained at the time the above Accounts were respectively made up.

An Account of the Number of Vessels, with the Amount of their Tonnage, which have been annually built and registered in the several Ports of the British Empire, between the 5th January, 1802, and the 5th January, 1805.

In the Year 1802	1281 Vessels,	137508 Tons
In the Year 1803	1402 Ditto	135349 Ditto
In the Year 1804	940 Ditto	92091 Ditto

Copies of the Certificates of Registry granted at many of the Ports in the Plantations for the Year ending 5th January 1805, were not received, the Vessels that may have been Built at such Ports are not included in the above account.

An Account of the Number of Vessels, the Amount of their Tonnage, and the Number of Men and Boys usually employed in Navigating the same, which belonged to the several Ports of the British Empire, on the 30th of September, in the Years 1802, 1803, and 1804: distinguishing Great Britain, Ireland, the British Plantations in America, and the West Indies, as far as the same can be prepared.

	On the 30th Sept. 1802.			On the 30th Sept. 1803.			On the 30th Sept. 1804.		
	Ships.	Tons.	Men.	Ships.	Tons.	Men.	Ships.	Tons.	Men.
England	13446	1642224	113670	14029	1709341	115274	14589	1782326	15271
Jersey	55	4367	559	87	7440	1021	78	7037	649
Guernsey	93	8610	634	112	10215	1472	110	10058	769
Man	234	5516	1268	553	8402	2011	420	10009	2426
Plantations	3361	226893	17907	2825	181787	14386	2870	196628	15091
Scotland	2349	183935	15434	2422	191805	14436	2597	207810	14917
Ireland	1030	56510	5058	1065	58873	5228	1061	58060	5176
Total registered in His Majesty's dominions	20568	2128055	154530	20893	2167863	153828	21725	2271928	154299

The Returns from many of the Ports in the Plantations not having been received for the Year ending 30th September, 1804, the Amount of Shipping at such Ports is taken from the corrected Accounts of the Year preceding.

The Quantity of British and Foreign Shipping cleared out from Great Britain, for a series of years, will be found under the head of, and when treating of Shipping.

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An Account of the Number of Vessels, with the Amount of their Tonnage, and the Number of Men and Boys employed in Navigating the same (including their repeated Voyages) which entered Inwards and cleared Outwards, in the several Ports of England, from, or to, all Parts of the World, in the aggregate for the Year ending 5th January 1804, *and specified for the Year ending 5th January* 1805; *distinguishing British from Foreign Vessels, and the Countries from whence the said Vessels arrived, or to which they were bound.*

ENGLAND.	INWARDS.						OUTWARDS.					
	British.			Foreign.			British.			Foreign.		
COUNTRIES.	Ships.	Tons.	Men.	Ships.	Tons.	Men.	Ships.	Tons.	Men.	Ships.	Tons.	Men.
America { British Colonies	208	36674	1998	—	—	—	297	50662	3128	—	—	—
America { United States	38	9578	552	329	81531	3956	34	8106	478	382	93927	4605
Africa	35	8788	698	3	228	21	166	38822	5222	10	2017	129
Barbary	5	621	30	1	300	17	2	190	16	—	—	—
Botany Bay, or New South Wales	1	438	38	—	—	—	1	222	25	—	—	—
Dantzic	165	32484	1404	104	25679	985	42	8436	394	41	12113	496
Denmark and Norway	377	46181	3229	730	137466	7112	579	92034	4957	809	132927	6922
East Indies	46	43503	4699	1	281	23	63	58476	6419	—	—	—
Flanders	—	—	—	1	70	3	—	—	—	1	124	6
Florida	1	184	10	23	4898	241	1	151	9	11	2328	127
France	—	—	—	67	10301	501	—	—	—	9	1025	55
Germany	39	5285	286	136	14023	694	56	16207	769	181	23253	1093
Gibraltar and Streights	25	4267	207	1	60	3	46	6396	393	11	1968	104
Greenland and Davis's Streights	84	25606	3357	—	—	—	77	23790	3011	—	—	—
Guernsey, Jersey, Alderney, &c.	487	37544	2193	3	252	15	744	49399	3128	2	244	13
Hamburg	—	—	—	4	1046	57	—	—	—	8	1654	75
Holland	4	1989	103	723	55700	3162	—	—	—	517	40354	2517
Honduras (Bay of)	26	6736	362	1	150	7	21	6041	387	—	—	—
Hudson's Bay	4	805	85	—	—	—	3	814	60	—	—	—
Ireland	4067	395587	21986	36	5341	272	4492	456165	24954	1	67	4
Isle of Man	347	11734	1092	1	116	8	342	13126	1008	—	—	—
Italy	29	4956	311	44	8468	469	16	2432	168	109	19535	1024
Malta	19	4334	235	—	—	—	19	2751	186	2	450	32
Nootka Sound	—	—	—	—	—	—	—	—	—	1	194	29
Portugal and Madeira	217	33884	1881	131	16019	1012	188	29635	1799	115	19089	1120
Prussia	542	121833	5283	1167	132050	5853	288	62180	2832	1182	132059	6364
Russia	651	143893	6211	24	8163	521	440	96594	4394	53	10421	461
Southern Fishery	36	10773	869	—	—	—	49	14288	1397	—	—	—
Spain and Canaries	20	3124	157	224	33903	1813	21	2916	183	254	39422	2196
Sweden	57	8923	466	137	22156	1262	66	10235	576	124	19408	1064
Turkey	13	2877	155	3	557	31	1	266	15	—	—	—
West Indies { British	444	136180	7642	—	—	—	502	154455	9343	—	—	—
West Indies { Conquered	163	40835	2469	2	333	24	170	44012	2765	—	—	—
West Indies { Foreign	23	5328	563	5	1104	76	—	—	—	5	691	42
Total in 1804.....	8173	1184944	68571	3901	560195	27938	8756	1248796	78016	3828	553267	28478
1805.....	9302	1368678	77209	3898	590129	30925	8838	1237460	78188	3453	545330	28703

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An Account of the Number of Vessels, with the Amount of their Tonnage, and the Number of Men and Boys employed in Navigating the same (including their repeated Voyages) which entered Inwards and cleared Outwards, in the several Ports of Scotland, from, or to, all Parts of the World, in the aggregate for the Year ending 5th January 1804, *and detailed for the Year ending the 5th January* 1805; *distinguishing British from Foreign Vessels; and the Countries from whence the said Vessels arrived, or to which they were bound.*

SCOTLAND.	INWARDS.						OUTWARDS.					
	British.			Foreign.			British.			Foreign.		
COUNTRIES.	Ships.	Tons.	Men.	Ships.	Tons.	Men.	Ships.	Tons.	Men.	Ships.	Tons.	Men.
America - British Colonies	62	11515	697	—	—	—	87	16838	1223	—	—	—
America - United States	34	7665	463	34	8049	402	24	5632	367	30	6851	355
Dantzic	4	321	21	—	—	—	5	515	30	—	—	—
Denmark and Norway	83	8284	488	228	27476	1761	134	16714	1233	162	20155	1243
Florida	—	—	—	1	153	8	—	—	—	1	153	8
Gibraltar and Streights	1	135	8	—	—	—	4	454	27	1	249	13
Germany	13	1676	94	1	95	6	30	3789	201	3	414	22
Greenland and Davis's Streights	14	3885	521	—	—	—	15	4244	586	—	—	—
Guernsey, Jersey, Alderney, &c.	7	1025	49	—	—	—	6	690	40	—	—	—
Honduras (Bay of)	2	415	28	—	—	—	3	856	52	—	—	—
Holland	—	—	—	63	5613	328	—	—	—	4	461	29
Ireland	1576	93868	7470	2	263	15	1656	101114	7704	—	—	—
Malta	1	155	10	—	—	—	2	258	19	—	—	—
Isle of Man	14	712	49	—	—	—	30	1203	90	—	—	—
Italy	3	408	25	—	—	—	—	—	—	1	249	11
Poland	5	566	27	—	—	—	1	71	3	—	—	—
Portugal and Madeira	24	3796	237	—	—	—	9	1141	81	2	286	12
Prussia	178	27200	1384	24	2190	114	102	14704	772	50	4289	255
Russia	179	22036	1230	5	1404	65	118	14028	811	—	—	—
Spain and Canaries	2	242	13	3	565	29	6	963	51	2	247	15
Sweden	49	3908	249	9	1296	78	30	3084	189	9	1228	66
West India Colonies. British	51	13049	809	—	—	—	77	20211	1582	—	—	—
West India Colonies. Conquered	33	7582	536	—	—	—	36	7982	671	—	—	—
West India Colonies. Foreign	—	—	—	—	—	—	—	—	—	—	—	—
Total in 1804.....	2335	210443	14408	370	47104	2806	2375	214490	15732	265	34582	2029
1803.....	2694	245692	15795	354	47905	2735	2234	207380	14752	209	31212	1711

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An Account of the Number of Vessels, with the Amount of their Tonnage, and the Number of Men and Boys employed in Navigating the same (including their repeated Voyages) which entered Inwards and cleared Outwards, in the several Ports of Ireland, from or to all Parts of the World, between the 5th of January, 1804, and the 5th of January, 1805: distinguishing Irish, British, and Foreign Vessels, and the Countries from whence the said Vessels arrived, or to which they were bound.

IRELAND.	INWARDS.									General Total of all Vessels entered Inwards.		
Countries.	IRISH.			BRITISH.			FOREIGN.					
	Ships.	Tons.	Men.	Ships.	Tons.	Men.	Ships.	Tons.	Men.	Ships.	Tons.	Men.
Canaries	3	205	17	—	—	—	2	264	13	5	469	30
Denmark and Norway	27	4051	217	179	20750	1149	196	32423	2020	402	57234	3386
France	—	—	—	—	—	—	12	1217	106	12	1217	106
Germany	—	—	—	1	96	6	11	1871	109	12	1967	115
Holland	—	—	—	—	—	—	25	3314	215	25	3314	215
Italy	1	100	8	—	—	—	4	544	40	5	644	48
Madeiras	1	31	4	—	—	—	—	—	—	1	31	4
Portugal	11	1705	92	25	2958	186	67	6544	619	103	11207	897
Prussia	4	611	27	51	10218	456	35	5699	338	90	16528	821
Russia	5	713	40	37	4885	269	—	—	—	42	5598	309
Spain	—	—	—	—	—	—	40	5287	334	40	5287	334
Streights and Gibraltar	3	310	23	1	181	8	—	—	—	4	491	31
Sweden	—	—	—	2	129	9	41	4924	361	43	5053	370
Total Foreign Europe	55	7736	428	296	39217	2083	433	62087	4155	784	109040	6666
England	745	55949	3577	4483	467294	24421	5	317	32	5233	523560	28030
Guernsey	6	172	26	18	1190	86	—	—	—	24	1362	112
Jersey	—	—	—	6	370	28	—	—	—	6	370	28
Man, Isle	2	62	8	30	1078	114	—	—	—	32	1140	122
Scotland	397	20127	1678	1363	92304	6302	—	—	—	1760	112431	7980
Total British Europe	1150	76310	5289	5900	562236	30951	5	317	32	7055	638863	36272
America	38	6495	399	46	9165	519	96	17374	995	180	33034	1913
Total of all Parts	1243	90541	6116	6242	610618	33553	534	79778	5182	8019	780937	44851

IRELAND.	OUTWARDS.									General Total of all Vessels cleared Outwards.		
Countries.	IRISH.			BRITISH.			FOREIGN.					
	Ships.	Tons.	Men.	Ships.	Tons.	Men.	Ships.	Tons.	Men.	Ships.	Tons.	Men.
Canaries	1	46	4	1	85	8	2	502	28	4	633	40
Denmark and Norway	19	2913	140	53	8200	397	161	27017	1655	233	38130	2192
France	—	—	—	—	—	—	3	283	22	3	283	22
Germany	1	156	4	—	—	—	2	198	14	3	354	18
Holland	—	—	—	—	—	—	1	174	7	1	174	7
Italy	—	—	—	—	—	—	8	1155	72	8	1155	72
Madeiras	1	31	3	—	—	—	—	—	—	1	31	3
Portugal	11	1422	88	9	1104	65	129	15573	1132	149	17899	1285
Prussia	1	240	10	4	916	40	24	4029	237	29	5185	287
Russia	4	715	35	5	1024	45	1	257	12	10	1996	92
Spain	1	165	9	—	—	—	69	9256	629	70	9421	638
Streights and Gibraltar	6	530	42	—	—	—	3	383	30	9	913	72
Sweden	—	—	—	1	62	4	5	585	42	6	647	46
Total Foreign Europe	45	6218	335	73	11391	559	408	59212	3880	526	76821	4774
England	569	46053	2972	3665	382225	20415	39	4991	327	4273	433269	23714
Guernsey	4	196	20	13	1063	62	—	—	—	17	1259	82
Jersey	1	24	3	9	527	40	—	—	—	10	551	43
Man, Isle	28	613	133	40	1299	143	—	—	—	68	1912	276
Scotland	373	19040	1752	1065	74720	4934	2	329	15	1440	94089	6701
Total British Europe	975	65926	4880	4792	459834	25594	41	5320	342	5808	531080	30816
America	60	10790	617	148	35952	2184	75	13183	796	283	59925	3597
Total of all Parts	1080	82934	5832	5013	507177	28337	531	78971	5093	6624	669082	39262

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Statement of the annual estimated Cost and Charges, and Sale Amount, of the East India Company's Sales in England, from the Year ending 1st March, 1799, to 1st March, 1804, respectively; distinguishing the India from the China Goods.

	INDIA.		CHINA.		Total INDIA and CHINA.	
	cost and charges	sale amount.	cost and charges	sale amount.	cost and charges	sale amount.
	£.	£.	£.	£.	£.	£.
1799 . . .	4209810	4663390	2772373	3652283	6982183	8315673
1800 . . .	2948176	3564694	3060046	3794982	6008222	7359676
1801 . . .	3280043	3978800	2919250	3616381	6199293	7595181
1802 . . .	2179991	3086943	2822722	3539404	5002713	6626347
1803 . . .	1846357	2289274	2909118	3753252	4755475	6042526
1804 . . .	1943920	2236396	2950009	3629677	4893929	5866073

An Account of all Imports into Great Britain, the produce of the West Indian Colonial Possessions, for three Years; to which is added, the first Cost and Charges of the East India Trade in the same Years, to shew the aggregate Amount of the East and West India Trade, and its Importance to the Country.

	1801	1802	1803
	£.	£.	£.
British West India Colonies, including Trinidad	6759617	7293316	5786432
Conquered Islands, exclusive of Trinidad	4105839	2699504	362014
Total.....	10865456	9992820	6148446
East Indies, first cost	6199293	5002713	4755475
Total amount of the imports from the East and West Indies	17064749	14995533	10903921

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An Account of all West India Produce imported into Great Britain, from the 5th of January, 1803, to the 5th of January, 1804.

		Quantity.	Official or Rated Value. £.	s.	d.	Duty received within the Year. £.	s.	d.
Aloes	lbs.	23874	348	3	3	751	5	6
Arrow Root	——	33851	4219	7	0	148	4	3
Cocoa	cwt.	4685	11608	7	10	1750	8	8
Coffee	——	210075	1431851	11	0	46359	14	5
Ginger, dry	——	2554	3192	16	11	2016	12	3
preserved	lbs.	12434	520	9	3	450	8	4
Gum Guiacum	——	6464	969	12	0	224	3	11
Juice of Limes	gallons	26137	1749	8	7	600	17	0
Marmalade	lbs.	6076	455	14	9	144	13	9
Molasses	cwt.	2607	1694	12	9	800	0	11
Oil, Castor	lb.&gl.	49080 and 895	5284	1	0	1352	16	11
Pepper, Cayenne	lbs.	2393	287	6	4	158	16	4
Pimento	——	1166314	29467	10	0	18324	5	6
Shruff	cwt.	354	973	13	5	315	7	9
Spirits, Rum	gallons	4048258	370182	3	7	131968	8	1
Shrub	——	2752	537	5	9	176	0	2
Succads	lbs.	21385	1469	19	0	1012	14	10
Sugar	cwt.	3087819	4221110	7	6	3078255	6	5
Tamarinds	lbs.	116557	770	0	10	1225	19	6
Tortoiseshell	——	14883	3361	17	0	1343	10	4
Turmeric	——	17188	188	7	8	186	16	3
Wood, Brazilletto	tons.	25	171	1	3	15	13	2
Fustic	——	2612	22962	17	1	2031	7	10
Lignum Vitæ	——	760	3426	17	6	620	16	0
Logwood	——	12703	146562	17	6	3467	2	6
Mahogany, Brit. plantation	——	4058	41631	15	2	15904	19	10
Nicoragua	——	714	7059	16	1	579	16	7
Wool, Cotton, Brit. plantation	lbs.	7266490	273539	19	5	35504	9	0
Total.....	.....	.....£.	6585597	19	5	3345670	16	0

The quantity of coffee imported into Great Britain, from the British West Indian colonies *only*, was, in the following years,

	Imported.
1802	383721 cwt.
1803	155648
1804	329606

The quantity of rum which was imported into, and exported from, Great Britain, for three years, ending 5th Jan. 1803; 5th Jan. 1804; and 5th January, 1805; was

	Imported.	Exported.
1802	4765273 gall.	1336179 gall.
1803	4049276	680213
1804	2785316	1160846

The official or rated value of British manufactures and produce exported to the British plantations in the West Indies, from the 5th January, 1804, to the 5th January, 1805, was £3408232 2*s.* 8*d.* sterling; to which is yet to be added the amount exported to the conquered islands.

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An Account of the Quantity of Raw Sugar imported into, and of Refined Sugar exported from Great Britain; distinguishing British Plantation, Foreign Plantation, and East India, for the Year ending 5th January, 1805; *and of the Duties paid, and Drawbacks and Bounties received thereon.*

	IMPORTED.		EXPORTED.						More imported than exported.
	RAW.		RAW.		REFINED.		Total raw & ref. Sug. expo.		
	Quantity.	Duty.	Quantity.	Drawback.	Quantity.	Bounty	Quantity.	Drawback and Bounty.	Quantity.
	cwt.	£.	cwt.	£.	cwt.	£.	cwt.	£.	cwt.
British Plantation . .	2976384	2656898	266688	235521	376853	807605	907387	1043127	2069047
Foreign Plantation. .	168274	23658	154949	——	——	——	154949	——	*13325
E. India (sale amount)	104067	92142	27803	——	——	——	27803	——	76263
Total.....	3248726	2772698	449440	235521	376853	807605	1090089	1043127	2158635

Note.—The sums above stated are the actual payments in the year, and not the computed Amount on the Quantities exported or imported within the period of the account. The temporary duties under the acts 43d and 44th of his majesty, amounting to 74310*l.* 4*s.* 4*d.* and the drawbacks thereon to 50010*l.* 15*s.* 2*d.* are not included in the above.

In order to shew the total quantity exported, refined sugar is reduced into the denomination of raw, by allowing the proportion of 34 cwt. of raw to every 20 cwt. of refined.

All the tables which precede will serve to convey, not only the idea of the trade and navigation of Great Britain and Ireland in general, but particularize that of the East Indies; likewise the West Indies; which together form the most considerable portion of our trade.

In order to give the official details, which immediately relate to the trade of which this work more particularly treats, after having specified the share of trade which Great Britain has with each power, in the progress of the work. The quantities and other particulars will be found under the head of the respective articles, which are hereafter included under the head of Resources.

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Having already given a short sketch of the progress of British commerce, and when we consider the settlement of a single Flemish weaver in England was a circumstance of the highest importance; when we find, too, every branch of manufacture or commerce that is known in Europe, more or less encouraged in this country, we will finish, by giving actual statements of our present situation.

If there are any facts of doubtful authority advanced, relative to our former commercial situation, concerning which there may be different opinions, we are at least certain, that it is now ascertained beyond a possibility of doubt. Accounts are kept with all possible accuracy, and are annually laid before parliament of all our great mercantile transactions, and the foregoing tables are either copies or abstracts of those most authentic documents.

From the revolution of 1688, it is that we have to trace our manufacturing, our commercial, and our colonial greatness; likewise to the permanent and firm establishment of freedom amongst us, much is to be attributed, yet, to see the matter in its true light, we must take a review of the trade in its detail.

The places with which we deal, and the articles in which we deal, at the present time, to and from America, the West Indies, the East Indies, and Russia, are all branches of commerce almost totally unknown two centuries ago, and even 60 years past still in their infancy. Their aggregate amount is now immense, and far exceeds the whole of our trade at the end of the American war. The new branches are on the increase, and they already exceed, in amount, the old. The case is precisely similar with regard to the articles of commerce, amongst which cotton (till very lately unknown) now ranks the first.

The year 1802, was the greatest for our foreign commerce, in which year the manufactures and produce exported amounted to 26,990,000*l.* of which the following is the analysis nearly.

Articles unknown to commerce 200 years ago.	Cotton	£7130000
	Wrought iron and cast	1618000
	Refined sugar . . .	1541000
	Cotton yarn	744000
	Hops	60000
		£11043000

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	Brought forward		£11043000
Old Staple articles.	Woollen goods . . .	£6487000	
	Linens	895000	
	Tin	231000	
	Pewter and lead . . .	276000	
	Brass	408000	
	Copper	669000	
	Coals	536000	
			£9512000
			£20555000

Of the remainder, 6435000*l.* is composed of various articles not described, and the further complement consists of a number of manufactures, which, though not entirely new to this country, were almost totally neglected; we shall, however, suppose them to be original manufactures of the country, yet still the vastness of the change that has taken place will be sufficiently great.

The exports of foreign articles, not either produced or manufactured in this country, amounted to 14,418,000*l.* in 1802.

In 1783, the annual product of the undermentioned manufactures of Great Britain was calculated in the following manner:

Woollen	£16800000	Cotton	£960000
Leather	10500000	Lead	1650000
Flax	1750000	Tin	1000000
Hemp	890000	Iron.	8700000
Glass	630000	Steel, plating, &c. . .	3400000
Paper	780000		
Porcelain	1000000		51310000
Silk	3350000		

That iron, glass, and porcelain, was rapidly on the increase; tin and leather declining; paper, increasing; flax, rather falling; hemp, stationary; silk, rather increasing.

The following will shew the state and proportional quantities of the manufactures and produce of this country, as exported betwixt the years 1797 and 1804. Those on the advance in quantity exported are marked A; on the decline D; and stationary S; taken for the average of seven years.

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Rank.	Article.	Observations.	Rank.	Article.	Observations.
* X 1	Cottons . . . . A	very rapid.	17	Fish . . . . D	rapid.
2	Woollens . . . . S		18	Felt hats . . . D	considerable.
3	Iron wrought and cast A	very rapid.	19	Apparel . . . S	
X 4	Sugar refined . . A	rapid.	20	Haberdashery . D	considerable.
X 5	Cotton yarn . . . A	rapid.	21	Leather . . . D	not great.
O 6	Linens . . . . D	not rapid.	22	Beer . . . . D	great.
7	Coals . . . . . S		23	Hops . . . . S	
8	Wrought copper. . S		24	Bar Iron . . . A	considerable.
9	Wrought brass . . S		25	Train Oil . . . D	great.
10	Tin . . . . . S		26	Stationary . . D	not great.
O 11	Hats (beaver) . . D	considerable.	O 27	Soap . . . . D	considerable.
12	Stockings and glass S	same amount, & both declining.	28	Pewter . . . . D	rapid.
			O 29	Oak Bark . . . S	
X 13	Silks . . . . . D	great,	30	Candles . . . D	not great.
14	Salt . . . . . D	not great.	31	Various articles . D	the value of these would rank them between No. 2 and 3.
15	Lead . . . . . S				
16	Steel . . . . . S				

Besides the above, the various articles to the value of about one-seventh of the whole, which are rapidly on the decline, and of 31 articles, there are

advancing	5
stationary	11
declining	15
	31

The total value of articles exported in 1802, that were unknown to us 200 years ago, amounts to near 20 millions, which is equal to the greatest year of our trade previous to 1790, and nearly double the whole of our exports in 1782.

If, then, we add to the 11 millions value of articles entirely new, the amount of exports to places not known, or at least not traded with till the same period, we shall be able to separate the amount of the new branches of trade from those that are of ancient date.

* Those marked X are from materials which this country does not produce; those which have no mark, consequently do not hold quite so high a rank as they would do, if the raw materials were British, both on account of the price which that raw material costs; and farther, because circumstances may deprive us of the means of obtaining it. Thus, for example, the cotton and woollen trades—the latter is indisputably the most valuable and the most certain.

Those marked O, are made partly from British, and partly from foreign materials, but for which this country might, if reduced to necessity, produce the materials necessary.

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Countries with which we had little commercial intercourse above 200 years ago.	New objects of trade as already stated	£11000000
	Exports to America	6000000
	Ditto to the East Indies	2800000
	Ditto to the West Indies	3000000
	Ditto to Russia	1200000
		£24000000

Twenty-four millions of our trade is then either to new places, or consists chiefly of articles that have not long been known to the commercial world.

After this particular detail, the eye naturally fixes itself on the exports in general, the result of which is by no means so surprising, when the *new* channels of commerce, and the *new* articles of which it consists, are taken into account.

One thing indeed at first appears surprising is, that while the American war diminished our trade both in exports and imports, and at least made it go on in a retrograde direction, till it fell to what it had been at 50 years before. The last war occasioned a most unexampled and great increase.

One of not the least consoling circumstances attendant on this is, that the balance in our favour has greatly augmented, being, in 1802, apparently 13 millions, though it is, in reality, considerably more.

The French revolution has ruined its possessions in both the Indies. It has likewise disturbed the peace of the continent, and ruined Holland, which, from being once our master in commercial affairs, cannot now support itself, and is no longer to be considered as our rival.

The island of St. Domingo, which was one of the best, and is larger than all our West India possessions, is now estranged from France, probably for ever. Its sugars were cheaper than ours, and in such abundance, that, in the year 1781, the trade to that island alone was very nearly equal to two-thirds of our whole foreign commerce. Is it not then to be wondered that we have got a great augmentation of our West India trade?

It will be seen, that our imports from the conquered islands, which we afterwards gave up, amounted at one time to four millions a year; that is double the whole of our West India produce, previous to the last war.

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As commerce does not succeed by accident, nor settle in any place without being solicited earnestly, and treated with the greatest tenderness and care, so it is necessary that, even when brought to the highest degree of success, every care should be taken to preserve it.

As the dangers of mature age are different from those of infancy, so are the dangers of our commerce different from what they were when the Spaniards and Portuguese threatened our destruction, and attacked us at every step. Our dangers then proceeded from a desire to oppress us, on the part of enemies, who wished to prevent us from participating in a lucrative commerce, of which they had long known the sweets. Envy is the incitement to the present enemies of Britain: they wish to divide with us, or, if they cannot divide, to destroy; this is the general aim, but how fallacious will be the attempt, even in the case of success.

Is it for a moment to be supposed, that those who now carry on so great a trade with this country, to which they are led by finding it in every respect suitable and advantageous, are to change and carry on a similar one with those who might wish for a share of it, if we should fall? No, certainly. Our trade was very nearly gone in 1782, but who gained by that? Did Russia, Denmark, Sweden, participate? Did France or Spain stand in our room? No; it was a moment of general sufferance, and it will be so again, whenever the day shall come that we are compelled to yield to our enemy.

Now that we have taken a view of all that is essentially necessary, relative to our trade in general, we shall go directly to that part of it with Russia and the Baltic; repeating that this is the moment (when commerce is banished from the southern parts of Europe) to embrace the opportunity of fixing it on those northern countries which seem destined to shine out with vigour, at a time when that portion of the world, once occupied by the greatest warriors and philosophers, is now inhabited by those who are ruled over by a government unfriendly to commerce.

We should therefore particularly turn our attention at home: England is at the summit; Scotland is thriving wonderfully; it is not so with Ireland; the situation of that kingdom is interesting and impor-

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tant in more respects than one. A great deal might be said. That country is now in the state that this was nearly a century ago. It requires the fostering hand of government. Here we want only protection; there they want aid: here the powers of individuals and of the country are fairly developed; there they are only making their appearance.

The exports of Ireland are to those of England nearly in the proportion of one to ten; and the balance, instead of being in their favour, is considerably against that country. Of 639,000 tons of shipping, employed in the trade of that kingdom, one-eighth is foreign, one-eighth Irish, and three-fourths British. Their trade is nearly in the following proportions:

To England	433,000 tons.
Scotland	94,000.
Islands	3,000.
Continent of Europe	76,000.
America and West Indies	60,000.

So that if the trade of Ireland were divided into fifty equal parts, there would be for England thirty-two, Scotland eight, the continent of Europe five, and America four.

When we consider that the trade of that country is so small that the balance is unfavourable, and that it is principally carried on in British vessels, it is impossible not to conclude that there must be some very general cause for so great an effect.

As the exports of linen amount to five-eighths of the whole, provisions, corn, and some trifling articles, the remainder; it is not easy to conceive any thing on a lower footing than the agricultural and manufacturing interest of Ireland; and when the situation of that country is viewed generally, it is impossible not to feel a considerable degree of solicitude for its improvement.

The revenues of Ireland increased from 400,000*l.* which they amounted to at the beginning of last century, to about 1,000,000*l.* previous to the late disturbances, and its national debt was 2,400,000*l.*

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The expenditure then was not equal to the revenue, except on extraordinary occasions; now the case is totally altered. The public debt bears an interest of more than two millions a year; and most of that comes over to England, where the loans have been made; which, added to the balance of trade against the country, and still farther increased by the money drawn out of it by the proprietors of land who live in this, will form a sum superior to the whole amount of exports.

To attempt making an exact calculation, on such a subject, would be vanity. If the impossibility of it was not evident, from other causes, the difference that probably exists between the rated value of articles exported and the real value would be sufficient to destroy every pretension to accuracy. It so happens in this case, however, that the leading features are so strong, that nothing like accuracy is wanted, in order to come to a conclusion on the subject.

The exports and imports may be supposed to be equally incorrect, as to stated value; and, in that case, the apparent balance and the true will be nearly the same thing. The following statement of the remittances that it may be necessary to make from Ireland is

	£.
Balance against it	500,000
Interest of the debt borrowed in England .	1,650,000
Spent by absentees	1,350,000
	£. 3,500,000

This is probably under the mark, but it is only for a few years that it has existed; and, since it has taken place, the loans made in England have carried over more than sufficient means of paying the balance. When the time shall come, however, that further loans in England are not wanted, the country must speedily be exhausted, and the remittances for the interest will literally become impracticable.

The exertions of government cannot then be too prompt and vigorous, to prevent the consequences that must naturally result from such an order of things; and, as it fortunately happens, the field for improve-

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ment is very ample; it will ten-fold repay every shilling laid out in its advancement.

The increase of the linen manufacture, the woollen which once flourished there, and improvements in agriculture, for raising flax, hemp, corn, and cattle, in so abundant and fine a country, together with encouraging the fisheries, are the great things to which we are to look for the means of rescuing the sister kingdom from so dangerous a situation.

The proximity of England will prevent other manufactures from flourishing to any considerable degree; that is, such manufactures as already are firmly established here; because, with superior capital, and the means of giving longer credit than they can, we certainly shall maintain the superiority which has been thus gained.

It will be a matter of great importance to deliberate well on the manufactures that should be advantageously established in Ireland; because, in making an effort, it is very necessary that it be made in such a direction as to give encouragement, in place of blunting the energy of the mind, which an unsuccessful trial is certain to do.

With nations, as with individuals, it is necessary to be industrious, and with them likewise the great and first object is, to have that industry well-directed, without which nothing can be attained that is worth the searching after.

The industry and capital of Ireland will find ample scope, without attempting those manufactures for which England is famous. Woollens, cotton, iron, steel, brass, and the great variety of small objects, the manufacturing of which we have got, it will be impossible for the manufacturers of Ireland to establish, so as to come in competition with us in a foreign market; while, on the other hand, by improving the staples of Ireland, for which the nature of the country is adapted, they will have nothing to fear from what may be attempted on the part of English manufacturers.

As many erroneous representations are circulated abroad regarding the precise situation of the debt and finances of the United Kingdom, the following particulars are given, abstracted from the official accounts laid this year before parliament.

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State of the NATIONAL DEBT *and* FINANCES *of the United Kingdom, distinguishing Great Britain from Ireland.*

State of the national debt of GREAT BRITAIN, deducting the dimunition by stock transferred to the commissioners for the reduction of debt, and on account of land-tax redeemed.

Total created — — — —	£ 582131385	1	3¾
Redeemed by the commissioners for the reduction of the public debt up to the 1st of February, 1805. — — — — —	89003759	0	0
The public funded debt of Great Britain, as the same stood on the 1st day of February 1805, as laid before the House of Commons, was —	£ 493,127,726	1	3¾
Total of the annual interest and expense of management, including the million for the redemption of the national debt, and other sums appropriated for that purpose, is* — — — —	24928336	16	7½
Payable annually to the commissioners for reduction of debt	6834114	10	7
	18094222	6	0½
Management reared on stock purchased by the commissioners, and on expired annuities — — — — — —	39067	14	8½
Total interest, charge of management, and for the debt unredeemed on the 1st of February, 1805 — — — — —	18055154	11	4½
The unfunded debt, and demands outstanding on the 5th of January, 1805, was — — — — — —	34460521	19	0¾
The public debt of IRELAND funded in Great Britain, as the same stood on the 5th of January, 1805, was — — — —	31562901	0	0
Interest, annuities, and charges of management £ 976303 10 1			
The total amount of the public funded debt created in Great Britain for account of the EMPEROR OF GERMANY, as the same stood 1st of February, 1805, was — — — — —	7502633	6	8
Redeemed by the commissioners for reduction of debt £ 550228 0 0			
Annual interest on unredeemed debt — — — —	208572	3	3
Annuities for a term of years — — — —	230000	0	0
Charges of management — — — — —	5716	1	8
Interest on stock bought — — — — —	16506	16	9
Annuity at 1 per cent. 36693*l.* redeemable with the 1 per cent. or at par.			
Total of annual expense — — —	460795	1	8

* Notwithstanding the sinking fund, this sum must be annually paid for the interest of the debt; it has arisen from an annual sum of one million, originally established in 1786, for the reduction of the principal, and some farther contingent sums applied to the same purpose, 1 per cent. on every new loan made since; the whole added together, with the interest of the debt paid off, forms the sinking fund, thus:

The original sum voted — — — — —	1000000	0	0
Added farther per annum — — — — —	200000	0	0
1 per cent. on loans since 1792 — — — —			
Interest on the sum paid off — — — — —			

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An Account of the Ordinary Revenues and Extraordinary Resources constituting the Public Income of GREAT BRITAIN *for the Year ending the 5th of January* 1805.

Ordinary Revenues.	Gross Receipt within the Year. £.	s.	d.	Charges of Management. £.	s.	d.
Permanent Taxes.						
Customs . . . England	10189238	10	9½	505655	13	5
——— . . . Scotland	759849	0	8½	61343	13	5
——— . Great Britain	10949087	11	5¾	566999	6	10
Excise . . . . England	20985644	2	9½	589200	1	1¾
——— . . . . Scotland	1484668	9	9½	126070	4	2¾
——— . . Great Britain	22470312	12	7¼	715270	5	4½
Stamps . . . . England	3429697	8	2¾	104504	16	11
——— . . . . Scotland	202048	10	3½	13086	18	6½
——— . . Great Britain	3631745	18	6¼	117591	15	5½
Land and Assessed Taxes . . . England	5747374	10	7	261801	8	3½
——— . . . Scotland	163954	9	11	13163	17	7
——— . . Great Britain	5911329	0	6	274965	5	10½
Post Office . . . England	1178408	7	0	313982	13	10
——— . . Scotland	118000	4	0	20562	11	4
——— . Great Britain	1296408	11	0	334545	5	2
1s. in the £. on Pensions and Salaries . . England	44656	10	11	305	17	9½
——— Scotland	2776	19	8¼	29	8	8
——— Great Britain	47433	10	7¼	335	6	5½
6d. in the £. on Pensions and Salaries . . England	59005	1	8¼	372	10	2
——— Scotland	2762	8	11¼	17	5	8
——— Great Britain	61767	10	8	389	15	5
Hackney Coaches . . .	28767	16	6	2470	14	3½
Hawkers and Pedlars . .	9615	5	9	2954	14	9
Total Ordinary Revenues	44406467	17	8	2015522	9	7½
Small Branches of the Hereditary Revenue.						
Alienation Fines . . .	6933	13	4	1126	6	11

Ordinary Revenues.	Gross Receipt within the Year. £.	s.	d.	Charges of Management. £.	s.	d.
Permanent Taxes.						
Post Fines	313	2	3	——		
Seizures	63648	12	4½	——		
Compositions	3	0	0	——		
Proffers	615	3	2	——		
Crown Lands	35168	9	1	2345	5	9¾
Extraordinary Resources.						
Property Tax . . England	3572556	17	5½	94205	7	0¼
——— . . Scotland	633	2	6	333	2	6
——— Great Britain	3578889	19	11¾	94538	9	6¼
Arrears of Income Duty .	83641	6	7¼	2592	19	10
Lottery, Net Profit . .	434625	0	0	19000	0	0
Aid and Contributions .	590	17	9	——		
Arrears of Taxes collected under the Aid and Contribution Act . . .	1941	17	3	51	4	0¼
Monies paid on Account of the Interest of Loans raised for the Service of Ireland	1275178	17	1	——		
On Account of the Commissioners, appointed by Act 35 Geo. III. for Issuing Exchequer Bills for Grenada, &c.	201000	0	0	——		
Interest on Stock Transferred by Instalments, for the Redemption of the Land Tax	4500	0	0	——		
Fees of regulated Exchequer Offices . . .	36664	7	9	——		
Imprest Money repaid by sundry Public Accountants	21031	5	2¼	——		
Other Monies paid to the Public	13230	0	2	——		
Total, Independent of Loans	50164443	8	11	2135176	15	9¼
Loans paid into the Exchequer, in part of £14500000 including £4500000 raised for the Service of Ireland	13209351	13	9	——		
Grand Total . . £.	63373795	2	8	2135176	15	9¼

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Public Expenditure of GREAT BRITAIN, *for the Year ending the 5th of January*, 1805.

HEADS OF EXPENDITURE.	Sums. £. s. d.	Total. £. s. d.
Interest on the Permanent Debt of Great Britain, Imperial Loans, and Loans raised for Ireland, Charges of Management, and £6851201 11s. 0d. to the Commissioners for Reduction of the National Debt.	26044785 16 11	
The Interest on Exchequer Bills	624859 18 10	
The Civil List	1337811 10 9	
The Civil Government of Scotland	79705 4 1½	
The other Payments in Anticipation of the Exchequer Receipt, viz.		
Bounties for Fisheries, Manufactures, Corn, &c.	336524 0 11	
Pensions on the Hereditary Revenue	27700 0 0	
Militia and Deserters Warrants, &c.	286668 10 6	
Purchase of Legal Quays	76639 12 6	
The Navy	11759351 5 5	
The Ordnance	3550141 1 11	
The Army	15744694 15 3	
Loans, Remittances, and Advances to other Countries:		
Ireland	3733291 13 4	
Miscellaneous Services	1882074 14 8½	
		65484298 5 2½
Deduct Loan for Ireland		3733291 13 4
	*£	61751006 11 10½

* This includes the Sum of £446885 9 8½ for Interests paid on Imperial Loans.

The Public Funded Debt of IRELAND, as the same stood on the 5th of January, 1805, according to the Accounts laid before the House of Commons, in Irish Currency £53296356 15 0

The Annual Interest	£168479	2	5
Annuities on Lives and Terms of Years	136376	14	2
Charges of Management	20731	4	6½
Annual Charge and Redemption of National Debt, by the 37th Geo. III.	69885	8	4
One per cent. for Redemption of Debts created since 1797	476082	7	8
Total of Annual Expense	£2,590,554	17	1½

£31562901 is funded in Great Britain, and the Interest payable in London, the remainder payable in Dublin.

The Unfunded Debt of Ireland, and Demands outstanding, on the 5th of January, 1805, was £1,172,867 6s. 8d.

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An Account of the Ordinary Revenue and Extraordinary Resources constituting the Public Income of IRELAND, *for the Year ending the 5th of January*, 1805.

HEADS OF REVENUE.	Gross Receipt within the Year. £.	s.	d.	Charges of Management. £.	s.	d.
Ordinary Revenues.						
Customs	1883722	2	10¼	358054	0	8¼
Excise	1681610	12	8¾			
Stamps	394537	19	4¼	27344	4	8¼
Post Office	118429	9	8	63696	13	9
Poundage Fees	31965	13	0¾	——		
Pells Fees	6393	1	11¼	——		
Duty on Wrought Plate	2548	8	7	——		
Casualties	3503	12	3¼	——		
Total Ordinary Revenues £	4122711	0	6¼	449094	19	1¼
Extraordinary Resources.						
Public Coal Yards	900	0	0	——		
Sundry Persons, on account of Rice, Indian Corn, &c. sold for account of Government	6561	2	9¼	——		
Gain by Exchange on Sums received from Great Britain	107172	19	7¾	——		
Commissioners of the Navy, on Account of advances by Collectors in Ireland, for Seamen's Wages, &c.	60861	10	1	——		
From Great Britain, on Account of the Profit on the Lotteries for 1804	42250	0	0	——		
Other Monies paid to the Public	8801	1	7¾	——		
Appropriated Duties for Local Objects.						
Linen Manufacture	1068	6	6	——		
Improvement of Dublin	10666	7	9	——		
Repairs of the Royal Exchange and Commercial Buildings	1485	4	6	——		
Lagan Navigation	2885	13	7	80	3	8
Presbyterian Ministers	8904	17	6¾	——		
Total, independent of the Loans £	4374268	4	6¼	449175	2	9¼
Loans paid into the Exchequer, in the year ending the 5th of January, 1805	5324709	12	11½	——		
Grand Total £	9698977	17	6¼	449175	2	9¼

The Public Expenditure of IRELAND, *for the Year ending the 5th of January*, 1805.

HEADS OF EXPENDITURE.	Sums. £.	s.	d.	Total. £.	s.	d.
Interest on the Funded Debt, Charges of Annual Issue of £67,635 18*s.* 4*d.* Charges of Management, including £666,829 4*s.* 5*d.* on Account of Reduction of National Debt	2511606	3	10¼			
The Interest on Exchequer Bills	95164	14	11½			
Issues for Purposes appointed by the Parliament of Ireland prior to the Union, &c.	1815897	19	10¼			
Issues from appropriated Funds for local Purposes	38599	16	7¼			
Civil List	475516	10	10¼			
Payments in Anticipation of Exchequer Receipts, viz.						
Bounties	23063	7	5			
Militia, Army of Reserve, Deserters Warrants, &c.	50144	2	11			
Ordnance	400000	0	0			
Army.—Ordinary Service	3918420	15	10¾			
Miscellaneous Services	239137	2	8¾			
Vote of Credit	192962	9	10¾			
				5299244	9	8¼
			£	9760013	5	0¼

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Of the Rules and Regulations for Importation into GREAT BRITAIN.

It was intended to have given the rules and regulations for importation and exportation, and some of the most prominent materials relating thereto; but, in the present state of politics, they would be of no utility, as the act of 43 George III. cap. 153, empowers his majesty in council, and in Ireland the lord-lieutenant in council, to grant licences for the importation or the exportation of merchandise from any port or place belonging to any kingdom or state, not in amity with his majesty, in neutral vessels, or in any ship or manner, during the present war, and for six months after the ratification of a definitive treaty of peace, as may seem meet, in their wisdom, from the nature of the petitioner's application; and a great number of such licences having already been granted, and others constantly adding, it is impossible, for the present, to introduce rules on the above subjects, on which the reader can with certainty depend; for which reason, the author has preferred the total omission of them, to any insertion which might mislead.

It is, however, of material importance to the commercial world, to state the British warehousing act, or bonding system, an abstract of which is given. The advantages which will result from this act are too obvious to require any comment, particularly in the present state of Europe. It grants facility to the British merchants, and the foreign merchants will now see that they may send their property to this island, either for security or a market, without restraint, or incurring other than ordinary charges; — upon the whole, it is similar to, or upon the footing of a free port, superior to some, since there is no *ad valorem* duty to be paid.

Warehousing Act, 43 Geo. III. Cap. 132.

By this act, the undermentioned goods being legally imported, are permitted to be entered, landed, and secured in warehouses at the expense of the importers, under the joint locks of the crown and merchant, as follows, viz.

At the Isle of Dogs, in warehouses belonging to the West India dock company without payment of any duties of customs, on the first entry thereof; and on bond to the excise for the duties on such of the articles as are subject thereto, the following articles of West India produce:

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Cocoa-nuts,	Indigo,
Coffee,	Mahogany,
Sugar,	Molasses,
Cotton-wool,	Pimento,
Ginger,	Rum.

At the London docks, in warehouses belonging to the London dock company, without payment of any duties of customs on the first entry thereof, and on bond to the excise for such articles as are subject thereto; the following articles, not being West India produce, nor imported by the United East India Company:

Rice,	Brandy,
Tobacco,	Geneva, and
Wine,	other Spirits.

At places to be approved of by the commissioners of his Majesty's customs, on bond being given, with one sufficient surety to be approved of by the collector and comptroller inwards, in double the amount of the duties payable thereon.

Brimstone.	Mahogany,	Tar,
Cork,	Pitch,	Timber,
Hemp, undressed,	Resin,	Tow,
Iron, in bars,	Staves,	Turpentine,
Kelp,	Tallow,	Wood.

In warehouses to be approved of by the commissioners of the customs, on a similar bond.

Skins.—viz. Indian deer-skins, half-dressed or shaved, and skins of all other sorts not tanned, tawed, or in any way dressed. Oil; spermaceti, head-matter, train-oil, and all other fish oil, and whale fins of British fishing.

In Warehouses to be approved by the Lords' commissioners of his majesty's treasury, without the duties on the importation thereof being first paid.

Almonds of all sorts,	Elephant's-teeth,	Oil of palm,
Anchovies,	Feathers for beds,	—- of salad,
Anniseeds,	Figs,	— of turpentine,
Balsam Capivi,	Ginseng,	Opium,
Barilla,	Gum arabic,	Prunes,
Bees-wax,	—— senaga,	Quicksilver,
Bristles undressed,	Jalap,	Raisins of all sorts,
Cantharides,	Jesuit's bark,	Rhubarb,
Carpets, Turkey,	Indigo,	Saffron,
Chip-hats,	Juniper-berries,	Sena,
Clover-seed,	Linen, plain of all sorts,	Silk, raw,
Cochineal,	except Sail-cloth,	—— thrown,
Cotton-yarn,	Manna,	—— waste,
——— wool,	Mohair-yarn,	Smalts,
Currants,	Oil of olives,	Straw-hats.

The Lords of the treasury may at any time add to the articles before mentioned, on a list of such articles being published by them in the London Gazette, or by his Majesty's order in council, published three times in the London Gazette; the like *privileges* may be *extended to other ports in* Great Britain, which, from the nature and extent of the trade there carried on, the convenience of the situation, and the security of the revenue by the construction of docks and warehouses, properly adapted for the reception and safe custody of goods, may be deemed entitled thereto.

This act contains certain rules and regulations to be observed, which in any doubtful case had better be referred to.

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CHAP. III.

Definitions and general Observations relative to the Resources of Great Britain and Ireland.

WE shall find the best way in beginning to treat of the resources, to explain presently the meaning in which that word is used in this work.

A resource, is meant to imply something that is wanted and can be obtained by our own means; as for example, England has occasion for naval stores, which she must either purchase or produce. So long as a great export business enables us to pay easily for those stores, it is a question whether our industry and capital are not more advantageously employed than in raising them ourselves; but if that should cease, then if we find we can raise them ourselves, it is a resource. The same may be applied to the article of grain, which we can also raise; but on the other hand, suppose we should find that we could not procure raw cotton for our manufactures by purchase, we could then have no resource, as this country will not produce cotton.

By the inquiry then into the resources, it is supposed that our exports alone are not sufficient, or will soon not be sufficient to enable us, as hitherto, to procure supplies from abroad; we shall then be obliged to search for resources amongst ourselves.

Corn, hemp, flax, timber, iron, and fish, are the articles of produce, offering a resource to our national industry;* and to explain the matter further, we cannot find any resource in the articles of brandies, wines, cotton, sugar, coffee, or tea; those we must import, or we must do without; that is to say, we must always obtain them as we do now, or in other words, no resource can be derived from them.

The employment of the poor is a resource of another species, it does not procure us what we want to have, but it relieves us from a burthen

* Perhaps the finer sort of wool may be obtained at home instead of being imported from Spain; but as this is not a mere matter of mercantile speculation we shall not enter into that subject.

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we wish to avoid; so that though the manner of the thing is different, the effect is the same, and therefore the employment of the poor is a resource. We are now then going upon the supposition that the state of the country will be such, or may become such, that we shall find it necessary, or at least expedient, to employ those resources which the climate, soil, &c. of the nation furnish us with; and in examining this we shall take the articles separately.

It is proper to observe that producing goods ourselves which we have hitherto purchased, has the same effect on national prosperity as if we exported so much more of some other article, and that when we have manufactured and produced as much as we can send abroad, our spare labour and capital must be best employed in producing things that are necessary.

As the business in writing is to be understood, we shall make a comparison that will come home to every person's feelings and understanding. A man who is obliged to live by industry, employs himself either in making things for others, or in working to supply himself with what he wants: in the present state of society, few men labour directly to supply themselves, but rather to produce something to sell or exchange in order to procure what they want. The division of labour renders this more advantageous; but if, through particular circumstances, a man is not able to employ all his time in working for others, to exchange or sell, and still has not all he wants, he must employ the remainder of his time in working to produce directly what he wants.

It is in this manner that people employed in agriculture, employ their spare hours in manufacturing cloth for their own use, and that manufacturers cultivate their own gardens, or perhaps a small piece of ground. Thus the manufacturing is a resource to the farmer, and gardening, or cultivating the ground, is a resource to the manufacturer.

The great expense which a variety of circumstances have entailed on this country, but into the nature of which it is not our business to inquire, make it quite evident that we have occasion to employ every

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resource, even if our exportation business should not fall off; but if it does, then the necessity will be doubly felt.

The articles of produce which we have mentioned are not, however, all precisely of the same nature and tendency with respect to their effect on national prosperity. Thus, for example, when we produce iron, we are employing labour, all of which might be otherwise employed, but it is not so with flax and hemp, for there a species of people, it will be found, may be employed, who could not be so advantageously, if at all, employed on any other material, namely the poor; we therefore derive a greater advantage in that case than in making an equal value of iron.

In raising timber there is some sort of a similar advantage, as ground will produce trees that will not pay for cultivating to produce any other sort of crop; and so far as that is the case, it is a double advantage.

In the fisheries again, there is a compound advantage of another sort, not that the people who fish, are not capable perhaps of gaining as much by some other sort of labour, like those who make iron, but because that occupation raises a sort of men who are much wanted for the safety and protection of this country.

Having entered into this explanation, it remains only to observe that there is no intention to enter into the exploring of the resources, any further than those connected with the northern parts of Europe, in a general mercantile way, combined with the common calculations of profit and loss, and the result of experience: for example, there is no intention to enter into calculations of what the poor, who now produce nothing, can produce; but to maintain that they can for the most part produce enough for their own maintenance, and to shew that want of attention to the subject and bad management are the causes of the great expense, rather than bad laws or regulations. We do not pretend to discuss the merits of different works on this important subject, or to devise new laws, but simply to propose regulations, which will be easily produced, that correspond with the nature of men and things, and which infallibly must produce a good effect,

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without, however, endeavouring to estimate and determine the amount of the advantage.

Again, in point of the land that will be occupied in raising flax and hemp, we do not need exactly to estimate whether corn may not be rather a more profitable crop to the individual, but as there is plenty of good land to improve, and as there would be a great national advantage, we would recommend the raising of such crops, even if some small bounty in different shapes than have hitherto been adapted were found necessary. It is in the same way we shall view the fisheries, as they afford a national advantage also.

Three things seem essential to render permanent the property of Britain,

1. To diminish the poor's rates.

2. To grow corn at home sufficient for ourselves.

3. To encourage fisheries, growing of timber, flax, and hemp, so as to have naval stores, without depending on powers which may very likely some day be our enemies.

It is a matter of no small astonishment, that Great Britain, so celebrated for her political wisdom and commercial prudence, which has risen to her power and consequence in the world chiefly by her maritime strength, should grossly have neglected cultivating within herself a great part of her naval stores, the very soul and sinews of her greatness and preservation; particularly after the many salutary admonitions* at an early period, and the attempt at monopoly by foreign powers, the armed neutrality in 1780, and the confederacy of the north in 1800. Great Britain makes herself dependent, as it were, upon foreign nations for those very articles on which her existence depends, and neglects those domestic resources which she might so advantageously carry into effect, not only to a national, but individual benefit.

Hitherto this country has been allured by foreign conquests, commerce, enterprize, and external resources, to a heighth which, apparently, cannot be extended, if maintained; we ought, therefore, to turn our attention to those resources we have so much neglected at home,

* Sweden refused to let England have pitch and tar, in 1703, unless it was received in Swedish ships, and at their own price.

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in which will be found an inexhaustible source of wealth, strength, and additional security to our general commerce.

The produce of the soil in England has hitherto been nearly confined to raising provisions, out of which has arisen only one considerable staple manufacture, that of wool, when we might have made another, equally extensive, of linens, to have supplied other nations; also iron from the bowels of the earth, and fish from our coasts, and various other branches, which would have augmented the industry and riches of the people.

It is only a few years since the Board of Agriculture was established in London, with the very limited means allowed by government of 3000*l.* per annum. This trifling sum has already been productive of the greatest advantages to the agriculture of the country, as well in improvements already made, as in pointing out others, that only require the sanction of parliament to be brought into action. The laudable motives recommended to that end I shall state in their own words, as promoting a general view of the inquiries essential for the internal improvements of the kingdom.

" 1. The riches to be obtained from the surface of the national territory.

" 2. The mineral or subterraneous treasures of which the country is possessed.

" 3. The wealth to be derived from its streams, rivers, canals, inland navigations, and the fisheries, on its coasts.

" 4. The means of promoting the improvement of the people in regard to their health, industry, and morals, founded on a statistical survey, a minute and careful inquiry into the actual state of every parochial district in the kingdom, and the circumstances of its inhabitants."

It has, unfortunately for the country, happened that rooted jealousy has always been kept alive betwixt the commercial, and what is termed the landed interest; each having and acting upon distinct and separate maxims, instead of uniting and co-operating for their reciprocal and common benefit. The commercial interests have entirely looked to a foreign trade, and never cast a moment's reflection on domestic advantages to raise at home, at a less price, those very ar-

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ticles they are sending a large capital abroad to procure, merely because it is a distant possession; nor have the landed interest ever attempted to supplant the foreign produce, nor act in conjunction, in salutary views, with the mercantile; but made, as it were, contracted municipal laws and regulations for the produce of the soil, which have checked its cultivation and extension at home, and thrown us dependent upon foreign nations, serving only to give a stimulus to their commercial interests.

This jealousy has been of great detriment to the country; the landed and commercial interests are so intimately connected and interwoven, that in this nation, of all others, they ought particularly to cooperate with and be reconciled; the latter could maintain its superiority, whilst the former would fall. We have a convincing proof in Flanders; her commerce has fled, and increased in other countries; but her land and her proprietors are left behind: its reduced value, at the present moment, compared to what it was when her commerce flourished, is as 30 to 9. Upon this subject I cannot express my sentiments more clearly than in a judicious author's own words, published a considerable time ago.

" As the enlargement of our commerce has thus so vastly increased
" the value of our lands, as well as of our general riches, it is no less
" certain and self-evident, that any sensible decrease of our commerce
" would infallibly sink the value and rents of lands in a similar pro-
" portion. Our cities and manufacturing towns, which do now con-
" sume such immense quantities of the produce of our lands, being
" then depopulated, our farms would thereby be deserted, and per-
" haps even the entire rents might in time scarcely be sufficient to
" support the numberless poor, then destitute of employment: in
" which lamentable situation, it is no exaggeration to assert, that the
" landed interest would be more sensibly affected than even the mer-
" chants, traders, and manufacturers themselves; as the latter could,
" at the worst, and doubtless would, mostly remove to other coun-
" tries; whilst the former must necessarily stick to their lands, which
" then would find but very few purchasers, and at low rates. The
" bare possibility of so sad a declension ought surely to keep us per-

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" petually watchful; more especially as almost every nation in Europe
" is at this time earnestly striving to rival us, either in our staple ma-
" nufactures, our fisheries, our plantations, or our naval power."

We have already treated of our trade, navigation, and manufactures; their rise, present state, and the source of riches they have been to the nation; insomuch as to have arrived apparently at their highest state. It is high time, considering the state of our national debt and that of the country, and the frequent attempts of other nations to rival us, that we should turn our attention to those unemployed resources we have at home,—resources of a sure and more permanent nature than any of an external kind, which are precarious, which should be aided by government, wisely managed and properly directed at the outset, to combine and cement the landed and commercial interest in the yoke; for there are but few articles of necessity and of real utility that we cannot raise or manufacture in this country; and whilst our merchants are finding foreign vent, our land-owners and manufacturers will at the same time reap the benefit, as will the country greater power. It, however, entirely rests with the government and the landed interest; for although it might raise in some commercial minds, at the first, a degree of futile opposition, yet they would soon find their interest in employing their capitals and attention in new objects, attended with greater profit and more security at home than abroad.

In addition to the present produce of our soil in grain, and the additional quantities we might raise to export, we might raise the greatest part of our naval stores within ourselves, particularly hemp and flax; by growing which, the landed interest of this country alone might avail themselves of employing the poor, and lessen, if not entirely do away the poor's-rates; which would afford the durable advantage of increasing the value of the land, and taking off that heavy tax, which they principally pay for supporting the poor.

These three articles, of grain, hemp, and flax, we have only mentioned as an instance of what might be done immediately advantageous to the landed interest, without cosideration of national advantage; but which, as a primary object, particularly when it enriches

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the individual; and the remaining resources will be treated of, as we must take into view the promoting and extending our fisheries, which will employ our own capital and people, furnish foreign markets with the fish, the oil supplying the place of the import of tallow, for which upwards of a million and a half is yearly paid to foreigners; iron, we can produce for not only our own consumption but exportation. In short, we shall dwell upon those means of industry we can exercise, and of those articles we can produce amongst ourselves, (distinct from grain) to shew the resources and means we have in store at home, and the landed and commercial interest uniting, that we can still increase in wealth, power, and independence, by our own domestic industry and resources at home, and by our trade abroad.

It is but lately that we escaped the prospect of being driven by force to such an expedient, and it may occur again.

The extent of England and Wales together are 37,334,400 acres, with a population of about nine millions of souls. Scotland and Ireland together are computed to contain the same number of acres as England and Wales. The population of Scotland is 1,600,000, that of Ireland 4,250,000. To the above we may add 470,000 soldiers and sailors.

By this account, the number of acres in Great Britain and Ireland may be reckoned at 75,000,000 and a population of 15,200,000 souls.

Of the capable improvement of the soil of England only, we cannot give a more descriptive account than the one stated in 1794, by the Board of Agriculture, for improving the territory of the kingdom; instancing one county only, which is the county of Cambridge, not so highly cultivated as that of Warwick.

On different reports given in to the Board, that from the county of Cambridge is by far the most minute; the surveyor having, with great labour, gone from parish to parish; and, in general, having attained sufficient information, in regard to stock, produce, and population. At the conclusion of this report, he recapitulates the increase of rent which may be expected, by improving the cultivation of 319,300 acres in that county only, and states as follows:

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Acres.	Description of land.	Increased rent per acre. s.	d.		Total increase. £.	s.
150000	Waste and unimproved fen	10	0	will make	75000	0
132000	Open and common field arable land	8	0		52800	0
19800	Inferior pasture	9	7		9487	10
7500	Upland common	11	0		4125	0
8000	Of fen common	10	0		4000	0
2000	Of half yearly meadow land	8	6		850	0
319300	acres, at an average of 9s. per acre				146262	10

The above increased rent, it is evident, can only arise from increased produce, or decreased expenses, but principally from the former; and it is not unreasonable to say, that the tenant ought to have of increased produce alone, thrice the increased rent; or, in the county of Cambridge, deducting smaller sums, to 438,000*l.* per annum.

To prove that this is a low calculation, it is sufficient to remark, that stating the additional produce of 319,300 acres, at 438,000*l.* is only at the rate of about 1*l.* 7*s.* per acre, which surely cannot be called too high an estimate.

That in order to judge what addition this would make to the national capital, the increased produce ought to be multipled by thirty; hence, the total value, at thirty years purchase, would amount to 13,140,000*l.*

That in the view of the additional population, the result is equally satisfactory. According to the common calculation, 10*l.* at an average, is sufficient for every human being, men, women, and children included; consequently, 438,000*l.* of additional produce would furnish subsistence to 43,800 additional inhabitants. The general result, in regard to Cambridgeshire, is as follows:

Number of acres to be improved, 319000
Addition of rent, at the average of about 9*s.* per acre . . . £146,262
Additional produce, at 1*l.* 7*s.* per acre 438,000
Addition to the national capital, at thirty years purchase of the produce 13,140,000
Probable increase or population, 43800 souls

That for the purpose of calculating the extent to which improve-

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ments may be carried in the kingdom at large, it is necessary to state that, according to the computation of the celebrated Dr. Halley, Cambridgeshire is a seventieth part of England and Wales, consequently the above results are to be multiplied by seventy, in order to ascertain the improvable value and population of the southern part of the United Kingdom. The result of that calculation would be as follows:

Number of acres to be improved,	£22,350,000
Addition of rent, at the average of about 9s. per acre . . .	10,057,950
Additional produce, at 1l. 7s. per acre	30,173,850
Addition to the national capital, at thirty years purchase of the produce	905,215,500
Probable increase of population,	3,017,385 souls

If there are 22,000,000 acres of land uncultivated in England only, at least eleven of those would prove good land when cultivated; and that might be done on an average at no expense to government, and with an advance never exceeding 14,000,000*l.* sterling.

The person who attempts to improve waste land should at least have resources of his own to one-third the amount of what it will cost to bring it to answer; and, supposing three years necessary to bring it to pay for the expenses laid out, government might very safely lend the other two-thirds, by an issue of exchequer bills, such as were issued in 1793.

Suppose, then, government determined on this measure, and that half a million of acres should be improved every year, then it would be thus:

Year.	Yearly advance.	Sum advanced.	Year.	Yearly advance.	Sum advanced.
1	500000	500000	7	1500000	8500000
2	1000000	1500000	8	1500200	10000000
3	1500000	2500000	9	1500000	11500000
4	1500000	4000000	10	1500000	13000000
5	1500000	5500000	11	1000000	14000000
6	1500000	7000000	12	500000	14500000

After the tenth year the proprietors would pay back again, so that 14,500,000*l.* would be the greatest sum that would at any time be in advance; and, as the interest would be regularly paid, and the security the most undoubted, no injury could arise to the nation: and, in

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twenty-two years, there would be eleven millions cultivated; which would give room for an increased population of three millions of people: or, as the taxes of the country are to the acres that are cultivated, in the proportion of 1*l.* 8*s.* to an acre, the whole thus cultivated would bear a taxation equal to fifteen millions, which is a greater revenue annually, than the whole sum lent would be at any one time.

How much advantage would there not be in this to the state, even if the first money were never to be repaid? But, as 4*l.* on an acre remaining on mortgage, would only make 4*s.* interest at five per cent. it would perhaps be better to leave the reimbursement optional with the landholder; in which case, there would be no advance of money by the nation, as it would be the borrower with one hand, and the lender on the other; as, in 1793, was done with exchequer bills, to assist the commerce of the country.

In the improvement of waste land, a point might be obtained, which in those already cultivated, and the property of individuals, is impracticable.

Where the property is once alienated without any condition stipulated, to make any would be contrary to the established right which individuals have over their property; but, in the first alienation of lands, it would be no infringement of any right; and though it would diminish their value, perhaps, a little, it might be a public advantage. But when we consider that it is only a loan, and a loan on good security, it is impossible not to see the advantage; and seeing it once, it will be inexcusable not to make the attempt.

In alienating the common lands, it might be made a regulation that one-fourth, or one-third, should be always in corn, more or less, in proportion to the nature of the soil; and this being an original condition of the tenure, could be no injustice. Some such regulation would be advantageous; for not only does the importation of corn already absorb a great part of the balance of trade that would be in our favour; but if it goes on to increase, there will be no means of finding money to pay for the quantity we shall want; for, since the year 1792, the first cost of grain imported into this country has not cost it

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less than betwixt thirty and forty millions sterling, and all that in ready money gone out of the country for ever; whilst during that period, had it been applied to the similar purposes now suggested, it would have improved all the waste land, and planted those with timber not susceptible of cultivation throughout the kingdom; and at this time we should not only have become exporters of grain, but the strength and resources of the country would have been formidable; whilst, on the other hand, the high price of grain increases the poor's rate, and augments the wages of labour to such a degree, if no new measures are adopted, as will tend greatly to banish manufactures from this country, notwithstanding all the mechanical means of abridging labour that we can devise.

The growing of timber is an object next to the improving of waste lands in importance, and very similar in its nature; it makes lands that are unfit for the common purposes of vegetation, produce; and, like the improvement of land, the returns of it are at a very distant day.

The land fit for planting, and for planting only, is frequently in the possession of men who are not in the affluent circumstances that are necessary for sinking a sum of money, even though small, for a term beyond the expectation of human individual existence. In such a case it would be well for the state to advance a certain sum, to be returned with interest at certain periods. It would be a mortgage, not on the soil, but on the crop; and as payment could never be evaded, so as to defraud the lender, so likewise it never could become burthensome to the proprietor of the land who had borrowed it.

It follows from this, that as men of money seek for other employments for it than the improving of land, and men without money can do nothing, government should assist in the business.

The history of the world in general, and particularly that of England, shews, that no nation is ever great or distinguished in any particular way, but in consequence of great care, attention, and exertion. Our navy and our external commerce, which have risen together, have been fostered with very great care; but our internal

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resources have been left, as it were, to themselves; that is to say, to the care of individuals.

The spirit of commerce is in some measure unfriendly to all those operations, where a great interval of time is wanting before there is a return; and, in particular, if in the interim, the funds are employed in a way that cannot readily and at any time be realised: now the most beneficial operations, and those that produce the most lasting good effects are of this nature.

We have no wish here to enter into an argument with Mr. Adam Smith's principle about commerce in every way finding its level: in the great and general principle we do agree; but there are still some particular considerations; as, for instance, it may find its level at a very late period, previous to which much evil may arise; or it may find its level by producing some very bad effect: for Mr. Smith does not tell us that in every case it will find its level without doing mischief. He only tells us it will find its level. It was thus that Italy found its level in population, and became a desert, in comparison to what it had been, owing to the neglect of agriculture in its grandeur and prosperity.

With respect to the fisheries, the cultivation of hemp and flax, and the employment of the poor, the general principles are well enough understood. There the object is not what is to be done, but to point out how it is to be. This, therefore, we must refer to the particular chapters, in which each is treated separately; observing, in the gross, that if these subjects are attended to, our imports from foreign countries will be greatly diminished, and our capacity to bear the burthens laid upon us greatly increased; so that we shall be enabled to combat the open hostilities of our professed enemies, and to avert the bad consequences that may arise from the ill founded jealousies of those from whom we at present draw many articles necessary for the support of our independence.

Warmly as an individual may think of plans which he has formed, it ill becomes him to propose them in a positive, dictatorial style, as if they were infallible; but in this case it is fair to say, that the object is great, that it is desirable; it might even perhaps be said necessary;

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and that there can at least be no objection to trying the experiment; as it has evidently been demonstrated that the habits and manners of the people will never accomplish it, without the assitance of government.

CHAP. IV.

Of the Corn Trade.

THERE is no object more intimately connected with the prosperity of a country than the sustenance of the people; and corn is the chief article, not only in itself, but is that which by its price regulates all others.

Sudden rises in the price of provisions have a very hurtful effect on a manufacturing country, as they augment the wages of labour, which has a tendency to banish manufacturers from a country altogether.

As few subjects are more essential, so there are scarcely any more difficult to regulate, on account of the number of interests that are to be conciliated.

Corn is the only great, essential article of subsistence that admits of becoming a general object of commerce. Butcher's meat, in the aggregate, is an article of importance, not very much inferior; but then it is very different in its nature from corn. Particular circumstances of detail, and those of a very intricate and minute sort, are required in dealing in cattle. Skill is the first thing, and every single beast must be examined; whereas 20 or 100,000 sacks of wheat may be purchased at once, and may either be kept or sold, in whole or in part, without any detail or difficulty.

As for other articles of subsistence, they are still of less importance; insomuch, that those two alone are equal in value and amount to all the others that are necessary to the sustenance of man; not, however, taking into account a number of small articles of consumption, such as garden stuffs, and fruits of various sorts, which are produced on particular spots, and being of a nature not to bear preserving, are consumed nearly at the time and place where they were produced, and therefore only make a trafficking detail, not upon the great scale.

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As, excepting fish, nearly all the eatables used by man, are the produce of land, of which, corn not only is the principal, but it has all the qualities necessary for constituting it an article of commerce on the great scale, it therefore regulates the rent of land, the wages of labour, and the prices of other sorts of provisions.

To go completely into the corn trade, would require a volume, but this like most other subjects, has been treated on at too great length, and the regulations adopted have been complicated; they ought to have been more simple, for practicability (for one thing) is necessary for every plan of regulation, and what is complicated is seldom very practicable, or if executed, it is but in an imperfect way.

In the regulation of so great a business it is not necessary to attempt at remedying every evil, but rather to put the matter upon such a footing as that there will be a natural tendency for things to go nearly right; to aim at more is useless; in every thing human, there is error and imperfection; as in all machines there is friction, and as the friction increases with the weight and power, so will the imperfections of human institutions increase with their importance.

As the subject relative to corn has been treated of by many of the most eminent men, and has been investigated by the legislature, and analized in every shape, we shall simply enter into a few remarks arising from commercial notions, more immediately connected with the nature of the work, and make such observations on the quarters we have been treating, that some important information may be derived by the country, in its present circumstances.

As seasons are precarious, even if our cultivation was extended to the utmost of which it is capable in this country, it is a certain fact, admitted by all, that we are not certain of having every year produce adequate to the consumption; and it is no less a fact, that even a good year's crop is now scarcely sufficient, and a bad one compels us to make very considerable importations. This is remarkably evident within the last ten years.

The causes to which this may be attributed are so many and various, that neither inclination nor space will allow us to go into them; but in order that they may, by more able heads, receive suggestions to be improved upon for the general welfare of the country, we will give some details.

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So far as regards the grain trade of Europe, and the Baltic being deemed its granary, we shall more immediately confine ourselves to it. It was from thence Britain used to receive her supplies long before the discovery of America. In 1437, King Henry sent to the King of Denmark to assist him with supplies of grain; in a few years after it began to find its way in such abundance, that King Edward IV. prohibited the importation when the price in England was under six shillings and eight pence per quarter for wheat, four shillings for rye, and three shillings per quarter for barley.

The production of grain in Poland must have been carried to a very great extent at an early period: in the year 1618 that kingdom sent down no less than 1,203,268 quarters of all sorts of grain to Dantzic, from which city in that year 1,367,784 quarters was exported, above a million of quarters of which was rye; the price which it sold in that year at Dantzic was from four shillings and five pence to four shillings and nine pence per quarter, according to the observations made when treating of the corn trade of that city. In the same year the market price of wheat at Windsor was forty-six shillings and eight pence per quarter, the year previous it is found two shillings per quarter higher, and in 1619 thirty-five shillings and four pence per quarter; by these circumstances we may easily conceive the early importance of the corn trade in the Baltic; laying so conveniently to Holland, it was soon monopolized by the merchants of that country, which monopoly it preserved from the earliest period till the commencement of the last war, when England began to import so considerably.

The partition of Poland first, and the French revolution next, have not tended more to give a new face to the corn trade than to commerce in general, which we shall endeavour to shew, because, eventually, if not at present, both will affect the interests of this country, unless it seize the present opportunity which circumstances have thrown in its way.

In consequence of the partition of Poland, the nobles and landed proprietors turned their attention and exertions to agriculture, when they had no longer any share in the government of the country. The wheat which formerly was sent down from Poland, is now so far superior to what it was from the same quarter ten years ago, that it obtains from one-sixth to a quarter more in price than formerly; it is not only

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that they are improving their system of agriculture, but breaking up fresh lands, which in the Ukraine are rich and luxuriant, centrally situated betwixt the Baltic and the Black Sea; they have the choice of those two markets owing to the great attention paid by the Russia government to the trade of the latter sea, and the port of Odessa in particular.

The part of Poland belonging to Austria, and part of the possessions of that empire have the same advantages: Spain can always be supplied by both channels, particularly the latter, being placed betwixt the two outlets, so that we must in times of peace lose a part of that carrying trade; Russia, not only by the Black Sea, but by the Baltic, as well as the White or North Sea, from the great natural facilities in that immense empire by rivers, now promoted by canals already formed, and others in execution, will be the means of pouring immense stocks of grain into the western markets; now that the spirit of agriculture has got into the north. We have already given a state of the corn trade of Russia, by which it will be seen, that its exportation has more than trebled in the course of eight years. It is not only in the division of Poland, which is possessed by Russia, Austria, and Prusssia, that agriculture is improving and extending, but throughout their respective dominions; entirely stimulated by the want and demand from England for the last ten or twelve years in particular.

Of Mecklenburg we have already given a full statement: we find from an unprofitable soil and forest, it has become well cultivated and productive, and consequently rich, within a short period; an example to this, and all other nations.

It is at the expense of Britain that the corn countries of the continent have been so richly benefited.

From being great exporters, which we were from 1688 to 1765 we directly turn importers; from the year 1771 to 1790, both years inclusive, according to Mr. Catherwood's table the balance has been against us in that period £5901969 paid for grain and bounties; but this is a trifling sum compared to what it has cost the country since that period, as the following statement will shew; likewise the state of the corn trade of this country during the period we have mentioned.

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A Table; shewing the average Prices of middling Wheat, per Statute Quarter; the average Excess of the Exports of every sort of Corn, Flour, and Meal; the average Imports of the same; and the whole Bounties paid on the Corn exported and imported, during the Years of the several Averages:

Periods.	The Prices of Wheat per stat. qr. on an Average.	The Yearly excess of Exports on an Average.	The Yearly excess of Imports on an Average.	The total Bounties paid during the last term of 5 Years, including 1799 and each Year since.	Value multiplied by the Number of Years.	
					Exported.	Imported.
3 years Average,	*s.* *d.*	Quarters.	Quarters.	£.	£.	£.
ending with 1688 .	27 4	——	——	None.	——	——
3 years Do. ending 1691 .	26 —	——	——	66600	——	——
5 years Do. ending 1696 .	47 9	——	——	60000	——	——
5 years Do. ending 1701 .	42 8	139866	——	26773	1540420	——
6 years Do. ending 1707 .	25 11	289304	——	310087	2249334	——
4 years Do. ending 1711 .	49 9	299367	——	192583	2978700	——
4 years Do. ending 1715 .	37 8	453986	——	288501	3365648	——
4 years Do. ending 1719 .	33 1	485852	——	248192	3214720	——
5 years Do. ending 1724 .	28 10	532732	——	388204	3940105	——
5 years Do. ending 1729 .	37 7	216643	——	286829	2035540	——
5 years Do. ending 1734 .	25 9	468844	——	445496	3018180	——
5 years Do. ending 1739 .	30 10	597462	——	576550	4605435	——
5 years Do. ending 1744 .	28 7	446378	——	396941	3189740	——
5 years Do. ending 1749 .	27 9	932593	——	775137	6469860	——
5 years Do. ending 1754 .	30 5	1080077	——	964340	8213085	——
5 years Do. ending 1759 .	36 2	273805	——	354382	2473650	——
5 years Do. ending 1764 .	30 7	676117	——	703170	5169475	——
5 years Do. ending 1769 .	43 2	——	238182	156505	——	2550000
5 years Do. ending 1774 .	47 9½	——	276206	24036	——	3800085
5 years Do. ending 1779 .	40 9	——	296595	193225	——	2960435
5 years Do. ending 1784 .	45 9	——	185906	167764	——	2125735
5 years Do. ending 1789 .	43 3	——	198716	268148	——	2148615
5 years Do. ending 1794 .	47 2	——	1145584	106244	——	13508345
5 years Do. ending 1799 .	68 5	——	1191131	188	——	18896795
The one year . 1800	113 4	——	2259379	44856	——	12803097
1801	118 3	——	2629328	1420353	——	15570000
1802	67 5	——	1393740	715323	——	4173000
1803	56 6	——	985987	43977	——	2760000
				£	52465792	80776107

The Bounty, begun in 1689, and in 1769, that is 80 years afterwards, instead of an exporting nation, we became an importing one.

The fact is, we sell cheap and buy dear, which, though it may answer the individual dealer's purpose, is a dead loss to the nation, independent of the bounty, which is a farther grievance of our own creation. The extent of this evil is so great, that it is inconceivable it has been so long endured, and no country but England could have supported it.

The sums that appear paid for grain, cannot be accurate, because there are all sorts of grain, and reckoned at the price of wheat, as, however, the proportions were probably near the same it is, as a proportional table, pretty just.

In a case of this sort, the conclusion intended to be drawn from the table ought to be given by him that makes the table, not that others are to follow that, but it will serve as a guide.

In this case, we should take off one-third from the imports, and one-fourth from the exports, that is, deduct one-third from the money paid, and one-fourth from the money received, and we shall have a pretty exact proportion of 39 to 53, that is to say, we have paid about 53,000,000 in 39 years and in 79 years before, 39,000,000, and of this enormous expenditure, the greatest part has been within the last 12 years.

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An Account of the Importation of Grain, &c. into Great Britain, for thirteen Years, ending in 1803.

Yrs.	Wheat.		Wheat flour.			Oats.		Oatmeal.		Rye.		Rye Meal.		
	qrs.	bu	cwt.	qr	lb	qrs.	bu	qrs	bu	qrs.	bu	cwt.	qr	lb
1791	430798	0	114775	3	4	753248	4	32798	7	56377	6	—	—	—
1792	20201	2	7756	3	6	934907	1	29009	7	13026	7	—	—	—
1793	429350	4	213667	3	20	699459	0	9062	6	55593	7	—	—	—
1794	324687	2	11429	0	23	846022	6	6661	4	24472	5	3705	2	0
1795	287930	3	90521	2	22	441088	2	7578	1	11507	0	37595	1	26
1796	820381	4	205866	0	5	740348	1	23973	7	160583	1	11611	1	13
1797	456903	5	17026	1	12	365743	4	17826	5	8257	6	—	—	—
1798	395407	5	4598	0	11	722035	1	20412	7	6924	6	—	—	—
1799	445047	5	63481	3	8	495090	4	13533	6	22050	6	2650	0	0
1800	1174654	2	314531	1	25	543242	7	697	3	198713	0	22025	1	27
1801	1186236	7	834850	1	7	582994	5	19	1	99847	5	177494	1	2
1802	557636	6	315093	2	15	516635	6	26259	9	15171	2	1162	1	14
1803	271727	2	355047	1	17	485715	4	13927	1	4655	3	—	—	—

Table continued.

Yrs.	Barley.		Rice.			Beans.		Pease.		In. Corn.		Ind. Meal.		
	qrs.	bu	cwt.	qr	lb	qrs.	bu	qrs.	bu	qrs.	bu	cwt.	qr	lb
1791	61134	3	226928	0	4	12743	2	1982	5	1248	5	—	—	—
1792	118525	4	234025	1	23	38451	7	4801	5	5677	5	—	—	—
1793	147961	2	193679	2	27	29720	3	18553	4	2	0	—	—	—
1794	128568	3	86576	2	2	90342	3	40368	5	1600	4	—	—	—
1795	18070	5	145501	2	18	15807	5	20262	6	20586	3	—	—	—
1796	40033	4	407047	3	1	35206	2	32710	7	22410	1	20660	2	22
1797	64197	6	118241	1	11	17393	7	17818	1	107	7	14	0	2
1798	116485	3	203447	0	12	12327	4	21683	0	21	0	—	—	—
1799	19537	7	93570	0	22	4800	3	8750	4	2	0	—	—	—
1800	130976	4	315649	1	23	15796	5	26796	3	8436	6	9470	2	27
1801	113966	4	310608	3	21	16246	3	44218	1	44472	3	113141	0	21
1802	15251	7	432300	3	13	5792	6	10671	2	737	2	15513	2	0
1803	14027	4	104014	0	22	1737	6	23991	6	669	6	144	1	3

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An Account of all Corn, Grain, Meal, Malt, and Flour, imported into and exported from Ireland, in the Years 1799, 1800, 1801, 1802, 1803.

			Years ending					
			March 25, 1799.	March 25, 1800.	From March 25 1800, to Jan. 5, 1801.	January 5, 1802.	January 5, 1803.	January 5, 1804.
Imported.	Corn.	Barley and malt barrels	3237	44898	287	111	39	10543
		Beans and peas . —	1299	1407	557	2058	2214	2561
		Oats . . . . . —	——	40	816	946	395	1904
		Wheat . . . . . —	85	18588	43329	18505	8551	5374
	Meal.	Flour . . . . . cwts.	——	360	42771	41143	1424	13404
		Oat . . . . . —	——	14	——	6	——	——
		Wheat . . . . . —	——	10	24496	170772	38	——
Exported.	Corn.	Barley . . . . . barrels	48963	——	——	——	12676	32867
		Beans . . . . . —	5197	——	——	——	2747	2349
		Malt . . . . . —	——	——	——	——	3175	50
		Oats . . . . . —	594972	157938	——	200	475066	391102
		Pease . . . . . —	2	4	4	2	366	1064
		Rye . . . . . —	——	——	——	——	391	1121
		Wheat . . . . . —	46325	345	——	——	168937	101901
	Meal.	Flour . . . . . cwts.	5602	261	159	203	91623	43143
		Grits . . . . . —	7	——	——	1248	4	1636
		Oats . . . . . —	93148	27066	949	1276	108189	76619
		Wheat . . . . . —	——	——	——	——	84	——

Such is the immense quantity of grain imported into Great Britain and Ireland in so short a period. The exportation from both islands has been but a mere trifle at any one period, and then at a low price, as may naturally be supposed; it must be inferred that the exportation from Ireland has been to England and Scotland.

Such immense importations, in quantity and value, originating from want and consequent high prices, excited the attention of the legislature, which has, with great solicitude, endeavoured to remedy the evil, by investigating, with indefatigable exertions, the primary cause. The report of the committee of the House of Commons cannot be more emphatically expressed than in their own words. "Your committee recommend the adoption of measures calculated to pro-

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mote the interests of the grower, conceiving that a due encouragement to agriculture is the best and most effectual mode of ensuring to the consumer an adequate and regular supply, at a reasonable rate, as well as of obviating those frequent fluctuations in price so injurious both to the grower and the public; and also in future to secure to this country, as far as possible, the advantage of such enormous sums, as your committee find, have exceeded thirty millions in the last thirteen years, which sums, employed in the purchase of corn abroad, cannot fail to have operated as a bounty upon the agriculture of foreign countries, to the detriment of our own; whereas it appears, by the corn returns, that in the course of years, when the regulations were most favourable to the growers, and when the least check was put upon the trade, the export of corn from this kingdom, for more than sixty years in succession, produced annually six or seven hundred thousand pounds, leaving besides, at a regular and moderate price, an ample sufficiency for the home consumption."

Paying due respect to the committee, it is much to be feared, reckoning the actual first cost, (principally drawn for at an unfavourable exchange,) and all the charges, and adding the bounties, that that sum is considerably below what it has cost the country during that period. The bounties paid in Great Britain on the importation of grain, &c. amounted, in the undermentioned years, to

1796 . . .	£599834	1801 . . .	£1420355	1803 . . .	£43977
1800	44836	1802	715328		

Which unquestionably operated as a bounty to the foreigner, they had no other market than Britain, where they could get so high a price, or be so well paid.

The evil does not only consist in the ready money the nation has actually paid, but the capital with which it has furnished the foreigners to improve their lands, and enable them to enter into competition with us in other markets, if we should be fortunate enough in future to become exporters; but the corn at these periods has been brought to our markets, chiefly in foreign shipping, whilst our own vessels have been laid up; this is a loss to that part of our national capital; this is no inconsider-

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able sum, of which we may be judged by the following estimate of the importation, during that period, reduced into tons.

Years	1791	Tons 257142	1796	Tons 379208	1801	Tons 467932
	1792	212860	1797	183627	1802	249684
	1793	273629	1798	244709	1803	169589
	1794	254956	1799	193890		
	1795	160193	1800	422814		

So great were our wants, that we were glad to get the grain in any shipping, navigated in any manner, and paying heavy freights, whilst our own had but a very limited share of this great traffic.

To sum up the whole, or to give a true estimate of the heavy loss to the nation during this period, might be deemed a wanton exaggeration. On comparing the first table with the report of the committee, supposing it is the medium betwixt the two, less than half the sum, in half the time of that importation of grain has cost the country, would have brought all the waste lands in the kingdom susceptible of cultivation into a proper state; by which, as we have already shewn, we should not only have kept so much money at home, but have precluded a rivalship in other nations, by those we have furnished with capital to cope with us in future, although we have superior advantages by our own produce and manufactures. Unfortunately, we have too many refinements and restrictions in the corn trade of this country, which is more shackled than in some other. Doctor Adam Smith observes, very justly, that "the laws concerning corn may every where be compared to the laws concerning religion; the people feel themselves so much interested in what relates to their subsistence in this life, or to their happiness in a life to come, that government must yield to their prejudices, and in order to preserve the public tranquillity, establish that system which they approve of."

When treating, in the previous chapter, of what was implied in speaking of the resources of the country, we have pointed out the only probable means to be applied at home. If the population of England and Wales, at the revolution, was stated at 7380000; it has been found by the enumeration of 1801 to be 9330000; and that, as Mr. Chalmer says, it was stated to the House of Commons in 1797, that the acts of inclosure and extent of acres were,

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In Queen Anne's Reign	. . . .	2 Acts	. . . . . 1489 Acres.
King George I.	——	16 ——	. . . . . 17660 ——
George II.	—— . . .	226 ——	. . . . . 318778 ——
George III.	—— . . .	1532 ——	. . . . 2804197 ——
			3142074 Acres.

The same gentleman estimates that the total consumption of the present population, is

For bread corn	9330000 quarters.
Corn made into drink	4665000
Corn for cattle, poultry, &c.	4665000
The total of home consumption .	18660000

If then the consumption of the nation be upon the average at two Winchester quarters per head, and supposing our crop to be deficient in a moderate degree, the price will be immediately influenced. When an alarm is spread of a deficiency of the crop as it generally is, in round numbers, of one-half, one-third, or a quarter; it is even, when still less, a serious affliction to the nation, notwithstanding the higher price will diminish the consumption; and therefore we should set about measures to put us above being in want, even in an ordinary year, so that the surplus of a bountiful year should, by some means, be preserved, to make up the defect of a bad one, otherwise most serious consequences must arise. The greatest importation into this country was, in the year 1801, as will be seen by the tables already given. In that year we imported into Great Britain 2027515 quarters of grain, 1125704 hundred weight of meal, and 510608 cwt. of rice, still the coun- was greatly distressed for want of bread, and very high prices were paid; and that importation was not more than one-sixth of the consumption.

From America we received considerable supplies; it is that country which alone can, at present, enter into competition with the Baltic.

France, in the year 1764, first allowed exportation of grain, but her agriculture has not sufficiently improved to be brought into question; the acquisition of Flanders will not at all times provide that country with grain, that is the whole of the French territory; of this we had an instance in 1801 and 1802.

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According to the materials, and the best information which could be obtained, the exportation of grain from the Baltic, in the year 1801, appears to have been only 2012254 quarters, whilst, in the year 1802, it was 2594832 to all parts; why it should be greater in the latter than the former year may be accounted for by the high prices grain sold for in the Baltic, the demand for rye from Holland for the distilleries, and the great purchases of corn made in the interior, which would have gone down by the Black Sea, if the winter had not favoured the carriage on those rivers falling down to the Baltic. Those conveyances and channels, in future, (owing to the general improvement in the country,) will be still more frequented.

As we have already pointed out by what means we may increase our own domestic growth, and regain the exportation, there are some very important considerations to be taken into question, in which our former sentiments will be confirmed, relative to the co-operation of the landed and commercial interest. If in this point they cannot be separated, if the welfare of the country is to be considered in every point of view, we have already partly prepared the mind for the absolute necessity of devising some effectual means, not only to produce a sufficient stock for our own consumption, but to create an exportation trade; therefore the following suggestions may be useful to those where power and talents can be called forth to accomplish an object of such national importance, when so fit an opportunity presents itself. Reasons have been assigned of the effects which Poland has produced by its partition. We must next advert to the French revolution, and the effects it likewise has produced on the corn trade.

The south shores of the Baltic Sea were properly, till 1794, the granaries of Holland; so unfettered was the corn trade, even in that country, that it was found the magazine of the world, and those nations frequently which exported to Holland had it back again at a higher price. The Dutch were invariably purchasers of grain in the Baltic markets; before winter set in, they imported from thence, in their own ships chiefly, and others to Holland, and there it was stored up for a market, either for Spain, Portugal, France, or this country, being ever ready for any market; and, if there was any sudden demand in

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other quarters, or sales to be made, then their own ships were ready to transport it. In the midst of dearth or famine, Holland had always a plentiful supply of grain for her own consumption, and *some to sell to other nations, although within her own territory, she does not produce sufficient for herself. Her capital and the freedom of her trade gave Holland these superior advantages; she bought with ready money, was the carrier of the cargo, and sold it on credit; the buyer and the seller always looked to Holland. After the subjugation of that country, Hamburg attempted it a little, as will be seen by a table of the importation and exportation, when treating of that city; but, during the blockade, it can be no longer continued. That trade from the Baltic is now driven away, by the French, and no where can it be so central or secure as in Britain. Nature, or rather Providence, has formed this island an impregnable emporium, where all the world, but particularly those who are driven from the trade of Holland and Hamburg, would readily fly, if we would give them a courteous reception. The world is sensible of our security, as they are convinced of our being free; and where there is security and freedom, commerce will always flourish. Situated as we are, betwixt the Baltic and the southern parts of Europe, and likewise for the trade between Europe and America, Britain should become the magazine of the universe.

It will then be the wisest and soundest policy to make Britain an entrepôt for grain; her own interest demands it; and, we trust, to convince the landed interest that our suggestions are not speculative, but that they arise from observation and experience.

The effect of the French revolution, with respect to the corn trade, in driving it from Holland, should be the introducing it into this country; this may prudently be done, in a manner not to hinder our own production, or prevent its exportation, but to promote both: for the foreigners finding that we are no longer such great importers as formerly, will, in the end, produce less grain; and, by being producers ourselves, instead of consumers, we shall cut the sinews of com-

* It is said that even in the end of the 15th century, that Holland had generally 700,000 to 1000,000 quarters of foreign grain in store for a market.

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petition against us; so that we shall be enabled to regulate the corn trade of Europe.

Let all foreign grain be allowed importation at all times into Great Britain, under the king's lock, upon the principle of an entrepôt; there let it lay the pleasure of the owner for a market. We are better situated for it than Holland; if any demand should be made from the southern markets, our own ships can be got out from our ports at all seasons of the year, which is not the case in Holland. On this account, in addition to the important one already stated, foreigners will always prefer this country.

From foreign grain being stored in this manner, would arise a certain advantage to the country. If, whilst our waste lands are getting into cultivation, any failure of our crops should take place, the stock on hand might be brought into the market by the regulations of the present act. Monopoly, which is so much cried down, would not exist in the face of a large unknown stock; and if the price advanced, under these circumstances, it would rise from an actual deficiency in the country, to supply which we should then always have a stock in store; for want of such stock, prices frequently rapidly advance here, and the advance is anticipated abroad; so that it costs us enormous prices unnecessarily created.

We speak from fact and our own knowledge, that, was such a principle adopted, the corn dealers in the north of Europe, and those who have long been in the trade in other quarters, would cheerfully avail themselves of it. Although corn may at present be landed under the king's lock, it is subject to a small duty, to an inconvenience and restraint, that those in a foreign country will not subject themselves to; and the consequent heavy expenses and loss in measure, when stored, for want of proper granaries; but, in case of absolute necessity, the foreign corn merchants, particularly in the Baltic, have frequently large supplies coming down from the interior, when they have an old large stock on hand, they wish to divide it, a part at home, and the other abroad, ready for a market; and what place is so eligibly situated as England? Thus we should have a great foreign capital in grain lay-

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ing here: if our wants should require their stocks, that part of the capital which our corn merchants at present supply, would come into circulation for other purposes.

It would be too great an inducement, and certainly the cause of a more considerable stock coming to this country, if the native ships, from whence the corn grew, were to be the carriers to England; and, in time of peace, or to countries in amity with this, it ought to be exported in British shipping. Foreigners complain, and perhaps with some reason, of our heavy expenses; and above all, the great loss of measure in grain; when warehoused in London particularly, they complain to the merchant, the merchant to the factor, and he to the occupier of the granaries under whose care it has been promiscuously housed.—The system of the granaries at Dantzic, which we have described, is in some measure worthy of imitation. To obviate these complaints, as we have a spirit in the nation for making docks, and erecting buildings, encouraged by the warehousing or bonding act; similar establishments might be made in this country, for grain, and were even intended so early as 1623, when King James issued a proclamation, upon deliberate advice with the privy council, to allow the merchants to erect magazines in the ports of London, Dover, Portsmouth, Southampton, Bristol, Exeter, Plymouth, Ipswich, Lynn, Yarmouth, Hull, Newcastle, Chester, Liverpool and Haverfordwest, besides the ports, all the shire towns of the realm;* some restrictions, it is true, were imposed in duties and limitation of price in this country; otherwise the principle was good, and admitted a free importation and exportation of foreign grain at all times; but, when our own wants raised the price, to bring it out for home consumption.

It is not only from the Baltic that considerable supplies of grain would be sent to such an entrepôt, but from America; their conscious security of the country, although they were seeking for markets, would always induce them, as they now often do, to touch at Cork or Falmouth, to learn the state of the European markets, or call for orders.

* As barracks are already erected, they might, at a small expense, when not occupied, be appropriated to this purpose, near the great towns where they are principally placed.

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Great numbers of the American merchants, and they are mostly bold and enterprizing, would at once send their produce here for a market, and take our manufactures in return; and the trade to America, we have already shewn, is nearly as much in our favour as the Baltic is against us.

The spirit of agriculture is widely extending in America; the lands there are much more reasonable than in any part of Europe; notwithstanding the high rate of labour, they will be competitors with the Baltic produce in the European markets.

It will be demanded by the landed interest, (whose intention has been to exclude a single bushel of foreign corn from being brought into this country,) why we should facilitate the agriculture of foreigners, by making this island an entrepôt, that they might take the first advantage of any market?

This is answered by suffering foreign corn to be landed and exported here, without any restriction, in proper warehouses, in the manner already stated; but that it should not be sold for home consumption, except under the restrictions of the present or some more judicious act; it would check monopoly and speculation; it would save bounties, and, in years of scarcity, we should have a stock; it would not have the effect which has been advanced, of deterring the farmer from extending his production of grain, because the bounty, by making a sure market, on the one hand, and the protecting price on the other, would always keep him free from alarm. Besides, in this country, if the circulation of our native grain was perfectly free and unrestrained, throughout both islands, it would always give life to the sale of our grain, by doing away the restrictions of one part of the United Kingdom with the other, as we have done one district from another. The conveying the surplus of grain in our shipping, the produce of one district to another that was deficient, or the seat of manufactures, would encourage the coasting trade, consequently be a partial nursery for seamen, at a time the foreign grain might be laying in the warehouses; and if we should have defective crops, we could constantly be supplied by foreign grain. The free circulation of our own grain, in Ireland, would discourage the consumption of foreign, till absolutely necessary; and then

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we have it at hand to check an inordinate foreign importation to glut our markets and oppress the farmer, the foreign stock on hand would in some measure tend to prevent it; thus, at any event, by having the command of the carrying trade, as the Dutch formerly had, we should be enabled to have the control of foreign markets, and be continually looked up to by the producer on one hand, and the consumer on the other; likewise we should find a vent, and secure a market for our native surplus, in years of plenty; in years of bad crops we should have a supply at hand: by these means the price in this country would always be kept free from those great fluctuations we have lately experienced in our corn-market.

Exclusive of the great advantage of such a system, in encouraging our own growth, some years must in the course of nature be defective.* If we encourage the carrying trade, we shall always avoid the risk of great want; this opinion is confirmed by Dr. A. Smith, who says,

"The trade of the merchant carrier of foreign corn, in order to export it again, contributes to the plentiful supply of the home market. It is not indeed the direct purpose of his trade to sell his corn there, but he will generally be willing to do so, and even for a good deal less money than he might expect in a foreign market, because he saves, in this manner, the expense of loading and unloading, of freight, and insurance. The inhabitants of the country, which, by means of the carrying trade, becomes the magazine and storehouse for the supply of other countries, can very seldom be in want themselves."

The reasons assigned, being confirmed by such high authority, will, it is hoped, claim the attention of government; it is an object worthy of consideration, when, as we have stated, the produce in the Baltic, (owing to the attention and great improvement in the countries south of that sea) will annually augment. America too will considerably increase and extend this branch of her trade; but we leave the supplies from that country out of question. We shall find that the aggregate of the exportation of corn from the Baltic alone, in ordinary years,

* We have already observed, that in Sweden they count only on two or three good crops in ten years, three or four middling, and the remainder almost defective.

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amounts to about two millions sterling; but, in extraordinary years of great demand, and consequently high prices, it has been equal to eight millions sterling in the first cost.

It has been stated, and very justly, that without granting a bounty to encourage the exportation of our own growth, we cannot enter into foreign markets in competition with other countries. The system of bounties has been generally condemned as impolitic; the gradual increase of price in this country has by degrees certainly been the means of raising the prices above what the foreigners raise grain. This circumstance renders the system of bounties on importation more absurd than it otherwise would be, for the ordinary price of grain here is such as to command a supply. Bread is in general twice the price in London that it is in Paris; and indeed in the great dearth there, of 1789 and 1790, bread only rose to what it is in London on ordinary occasions, that is, to eight pence for the quartern loaf; in 1800, bread, in London, rose to six times its ordinary price in Paris, or nearly three times its highest price, yet we still paid a bounty for importation!!! Nothing could have admitted of such measures, but the absolute dread of a famine.

The lowest importation price in England is sufficient to command a supply, therefore there should never be a bounty in this nation, though perhaps there may be policy in having it in other nations to prevent famine, the ordinary prices being so low.

This is a very important point indeed, and one which alone demands the most serious consideration of the legislature. We have already, when treating of different countries, had in view their respective produce and traffic in corn, to shew their state to our readers in England. We have in this chapter stated the attention and extension they are all giving to the production of grain: these, and a few other remarks are of no small importance, we therefore trust they may be useful to those who have the means to benefit by them.

In taking into consideration the observation which has been made, that we cannot enter into competition in foreign markets, is certainly at present a fact; in order to shew which, from what has been said, we will state;

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That, even at Archangel, the average price of wheat has been, for the last fifteen years, only about twenty-six shillings per quarter; some years it has been about twenty shillings per quarter, but then its quality is very inferior. In other parts of Russia it has been much the same in price, but of better quality, although those supplies were rather higher by way of the Baltic ports. At Dantzic, the Poles reckon that they cannot bring down their wheat to pay them, unless they obtain about thirty-two shillings and six-pence per quarter, and nineteen shillings per quarter for rye; and the quality of wheat is such, that the better sorts sell nearly as high in our markets as our own better sorts of wheat. In Mecklenburg they look to a higher rate, on account of its being the nearest market in the Baltic, more in the midst of population, and of course greater consumption and demand at all times from its own neighbourhood.

If then we contrast those prices, as being those at which they can afford to raise corn, and make a suitable profit, let us see what great encouragement they have had from us; this will appear by the average prices of England and Wales for the following years:

Years.	Wheat.		Rye.		Barley.		Oats.	
	s.	d.	s.	d.	s.	d.	s.	d.
1792	42	11	30	8	26	9	17	10
1793	48	11	35	11	31	9	21	3
1794	51	8	37	9	32	10	22	0
1795	74	2	48	5	37	8	24	9
1796	77	1	47	0	35	7	21	9
1797	53	1	31	11	27	9	16	9
1798	50	3	30	11	29	1	19	10
1799	67	6	43	9	36	0	27	7
1800	113	7	76	11	60	0	39	10
1801	118	3	79	9	67	9	36	6
1802	67	5	43	3	33	1	20	7
1803	56	6	36	11	24	10	21	3

This shews the profit the foreigners have made by us, at the same time our wants, and the great national loss we have sustained, for want of a more extended produce of grain, which will surely shew the necessity of immediately setting about the cultivation of waste lands, when

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we have paid such large sums, that the average price has been so greatly beyond what we ever can raise grain.

Unless we cultivate our waste lands, and devise some means within ourselves to provide subsistence adequate to the population, (as a judicious author has said,) the population must come down to the subsistence.

If abroad they look upon those prices here stated as paying them, and affording a suitable profit, we may easily judge, from the quantities this country has imported from thence, and the high price we have paid, how much better not only the state of the people, but the countries must be, and how far we have furnished them with means to cope against us, whilst the higher rents of lands in this country, necessarily require a bounty to be granted on that we export, (if we mean to export) even in years of plenty.

When the price of grain shall be, as it ought throughout the kingdom, on an average, forty-eight shillings per quarter, it may be exported; but supposing a bounty of five shillings per quarter is allowed, still we can never enter into competition with the northern nations, excepting on any sudden emergency, or any extraordinary demand; at a time when their navigation is shut by the season; when they will raise their prices in proportion with ours, even then the quantity we could spare would not be any object to this country; for, so soon as ever the idea of exportation was afloat, the prices would rise again too high; so that from the price we have got corn in this country, compared to what they can produce it in the Baltic and America, we cannot become exporters, except casually; unless some effectual means are adopted very soon to encourage our own growth, and to make this island an entrepôt, to get the carrying trade, and by that means the commerce of the whole corn trade; so that if our own produce should at any time, by great and sudden exertion, be exported beyond what the country could spare, or our crops prove deficient, we have always the chance of a foreign stock at home to resort to, at moderate prices, till our own succeeding crops put us beyond want or apprehension.

To sum up the whole, the improvement of waste lands, the abolition of bounties, and making this an entrepôt of grain, are the means by

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which we may obtain the object that is so desirable, and by which we can in future, judging by the past, on the average of thirteen years, save above three millions and a half sterling per annum.

To consider the corn business in a mercantile and general way, without either entering into the details of interior regulations, or examining those general principles which forbid the legislature to interfere in the regulation of trade as much as possible, is our business in this work; and to apply what we have to say to the British islands, without considering whether in other places and other circumstances, a different policy may not be necessary.

The result of what we have examined, then, is

1st. That as Britain does not grow corn enough for itself, a bounty on exports is totally absurd, for that, if it could produce export, it would be doing us a real injury, but the fact is, that it can never operate for any length of time, as the very idea of it would raise the corn above the price allowed.

2d. That a bounty on importation is useless and a dead loss to the nation, our prices here being always so much higher than those of other countries that it will command a supply without any bounty.

3d. That the proper regulation of bounties is not, however, sufficient; we must find means of growing enough for our own supply, and this is only to be done by our improving the waste lands.

4th. That, as in all our corn traffic with other nations, we sell cheap, and buy dear, it is ruinous on every principle.

5th. That as the quantity of corn consumed in the nation exceeds in value the whole of our exports, on an average price, a very small deficiency will do more than consume that balance of trade that has for more than a century been in our favour; that is to say, in precise and plain terms, that if the crops of Britain and Ireland continue insufficient, and we have recourse to a foreign market for $\frac{1}{11}$th only of the corn wanting, it will turn the balance of trade against us.

6th. That the same operation of improving the waste lands would

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diminish the poor's rate and increase the revenues of the country.

7th. That making this country an entrepôt of grain, for which the present circumstances are favourable, would tend to keep the price steady, it would be an advantage both to the landlord and the farmer, as well as very conducive to the prosperity of the country.

And lastly, That the high price of grain, which regulates that of all other provisions, tends to undermine and destroy the manufacturing wealth and prosperity of this kingdom; and, therefore, that a remedy to its alarming augmentation cannot be too soon nor too eagerly sought after.

Schedule (A.) *shewing the Prices to which the Scale of Bounty is to attach on the Export of Corn, Ground Corn, Flour or Meal, Malt, &c. and the Prices at which the Exportation is prohibited.*

WHEAT, if at or under 48*s.* per quarter, a bounty on exportation of 5*s.* per quarter.
Wheat flour, 1*s.* 6*d.* per cwt.
Wheat meal, 1*s.* 3*d.* per cwt.
If above 54*s.* per quarter, no exportation allowed.

Rye, if at or under.....32*s.* per quarter, a bounty on exportation of 3*s.* per quarter.
Rye meal, or flour, 9*d.* per cwt.
If above 35*s.* per quarter, no exportation allowed.

Pease and beans.....exportable, without bounty, till at or under 35*s.* per quarter.

Barley, beer or big, or malt made of barley, beer or big, if at or under.....28*s.* per quarter, a bounty on exportation of 2*s.* 6*d.* per quarter.
Barley, beer or big meal, 10*d.* per cwt.
If above 31*s.* per quarter, no exportation allowed.

Oats, if at or under.....16*s.* per quarter, a bounty on exportation of 2*s.* per quarter.
Oatmeal, 1*s.* per cwt.
If above 19*s.* per quarter, no exportation allowed.

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Schedule (B.) shewing the Prices according to which High or Low Duties are to take Place on Importation.

	Wheat.	Rye, Pease, and Beans.	Barley, Beer, or Bigg.	Oats.
When imported from the Province of Quebec, or the other British Colonies or Plantations in North America.	*s. s. d.*	*s. s. d.*	*s. s. d.*	*s. s. d.*
If under . . . . per Quarter	53	35	26 0	17
High Duty . . Do.	. . . . 24 3	. . . . 22 0	. . . . 22 0	. . . 6 7
If at, or above . . . per Quarter	53	35	26 0	17
but under . . . . Do.	56	37	28 0	18
First Low Duty . . .	. . . . . 2 6	. . . . . 1 6	. . . . . 1 3	. . . 1 0
If at, or above . . . per Quarter	56	37	28 0	18
Second Low Duty . . .	. . . . . 0 6	. . . . . 0 3	. . . . . 0 3	. . . 0 2
When imported from any other Foreign Country.				
If under . . . . per Quarter	63	42	31 6	21
High Duty	. . . . 24 3	. . . . 22 0	. . . . 22 0	. . . 6 7
If at, or above . . . per Quarter	63	42	31 6	21
but under . . . Do.	66	44	33 0	22
First Low Duty . .	. . . . . 2 6	. . . . . 1 6	. . . . . 1 3	. . . 1 0
If at, or above . . . . per Quarter	66	44	33	22
Second Low Duty . . .	. . . . . 0 6	. . . . . 0 3	. . . . . 0 3	. . . 0 2

	Oatmeal.
When imported from the province of Quebec, or the other British colonies or plantations in North America:	*s. d. s. d.*
If under - per boll of 140 lbs. Avoirdupois, or 128 lbs. Scotch Troy . .	16 6
for every boll,	
High Duty	. . . 8 0
If at, or above . . . . . per boll	16 6
but under . . . . . ditto	17 4
First Low Duty	. . . 1 0
If at, or above . . . . . per boll	17 4
Second Low Duty . . .	. . . 0 2
When imported from any other foreign country:	
If under . . . . . per boll	20
High Duty	. . . 8 0
If at, or above . . . . . per boll	20
but under . . . . . ditto	21
First Low Duty	. . . 1 0
If at, or above . . . . . per boll	21
Second Low Duty	. . . 0 6

Importation of wheat, meal, and flour, to be governed as follows:
When imported from the province of Quebec, or the other British colonies or plantations in North America,

	s. d.
High duty . . . . per cwt.	6 6
First low duty	1 6
Second ditto	0 2
When imported from any other foreign country,	
High duty	6 6
First low ditto	1 6
Second ditto	1 0

Malt made of wheat; rye ground, or malt made of rye; pease ground, and beans ground;—prohibited.

Importation of Indian corn or maize to be governed by the price of barley, as follows:
When imported from the province of Quebec, or the other British colonies or plantations in North America,

	s. d.
High duty . . . . per qr.	22 0
First low duty	1 3
Second ditto	0 3
When imported from any other foreign country,	
High duty	22 0
First low duty	1 3
Second ditto	0 3

Barley, Indian corn or maize, beer or bigg ground; and malt made of barley, Indian corn or maize, beer or big, and malt made of oats;—prohibited.

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CHAP. V.

Of the Fisheries, Oil, and Tallow.

In every country where the coasts lay favourably for the fisheries, their encouragement has been found to be an object of high importance; it increases the quantity of food, it brings up a hardy race of people, and it is a great source of wealth, by supplying such nations as have not themselves the means of catching fish.

To Britain, which is an island circumscribed in extent, and therefore limited in point of subsistence and population (which depends on the means of subsistence) the encouragement of fisheries is a peculiar object of importance, and ought to be one of particular solicitude. Its defence too, in time of war, depending on its naval power, increases the importance of that source of wealth; and therefore, in more views than one, the fisheries are fit objects for public bounties.

Dr. Adam Smith, whose views on subjects of political economy have been allowed to be in general good; and who, if in error in any leading principle, it is in wishing governments to interfere as little as possible in trade and commerce, allows that fisheries are an exception, that their encouragement is a national benefit, and therefore their extension ought to be an object for bounties and encouragement, at the expense of the public.

Many great states, and wealthy people, have owed their first rise entirely to fisheries. Marseilles, the city that has continued to prosper longer than any other in Europe, first rose by fisheries, was maintained by them, and, by commerce, as a respectable independent state, and ally of the Romans; even during the dark ages it maintained itself in a state of independence; and, in the twelfth century, was a powerful and free republic.* It may be said to have been inde-

* That city was, indeed, for a while, in the hands of the Genoese, having been in those disorderly times given up by the count of Thoulouse; but it soon again became independent and free.

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pendent and free for more than two thousand years; and since it has become a part of France, it still preserves its wealth and opulence.

Venice owed its first greatness to the fisheries; Flanders and Holland, in modern times, did the same; and the greatest victory the Dutch ever obtained; their greatest step towards advancement in wealth was, when they discovered a better method of curing herrings than what was produced by their Flemish neighbours; and, from that moment, Holland rose rapidly, and Flanders began to fall.

If, at any other time, the fisheries were of importance to England, they must be doubly so now, when Holland is deprived of her great resource; her energy and incitement to industry having fled with liberty, and the security of property.

We have just now an opportunity of getting the greatest part of the Dutch trade in fishing, as we have got it in nearly every thing else; and the fishing trade is the most important to get, though not the most easily obtained.

The great floating capitals of merchants, which are ready to occupy themselves on any branch of trade that seems advantageous, and is merely moveable, (that is to say, where to buy, sell, or carry, is all the business,) very quickly occupy and seize on every new channel; but it is not so with fishing; merchants will, indeed, vest their capital in purchases of fish that are cured, or of oil, or other produce arising from fisheries; but they will not invest their capitals either in fishing or curing, and unless they are caught and cured ready, they cannot be purchased.

But without capital, fisheries cannot be extended suddenly, and we, at this time in particular, require to make a great and a sudden effort; but the manner of making it is the question.

Joint stock companies, for the purpose of fishing, have seldom answered, and they never can answer any great purpose; neither will any great, complicated, or difficult plan, succeed; it must be something simple, and that will facilitate and encourage the labour of the poor individual fisherman.

It is into the mode of doing this to the most advantage that we are

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to inquire; but, before we inquire into particular circumstances, let us take a view of the general nature of the case.

In the first place, unless fish can be cured at a reasonable price, the catching them will be to little purpose. The price of salt is the thing that renders that easy or difficult.

Unless the poor fishermen can have boats and other implements, they cannot employ their industry, and these are expensive tools. Manufactures never flourished in this or in any country till a mode has been found out, of the rich furnishing expensive tools to the poor.

In furnishing the means to pay for these tools, some certain mode of repayment or security was expected or devised.

With immoveable property this matter is simple and easy; but with property that is liable to be lost, destroyed, or carried away, there are difficulties in the nature of the thing, it is then for the intelligence of man to remove or overcome the difficulties.

A government finds it impracticable to enter into the details necessary to aid individuals, where there are risks and hazards to run, and where there is room not only for mismanagement, but for fraud, both on the part of the individuals to be assisted, and the agents employed to give the assistance.

In this case, an intermediate person should be employed, who should secure the government from risk, and find, in his vigilance in looking after the property, a reward for his trouble.

All the attempts hitherto made to aid and increase our fisheries, have been made upon a wrong principle; and one which, from its nature, could not succeed. They ought not to discourage us, or lead to the conclusion, that aid cannot effectually and advantageously be given: past experience ought not to discourage us, unless we find that the difficulties arise from the nature of things, and not from the manner in which the attempt has been made.

To encourage poor men to work, furnish them with the necessary implements; though boats and nets are not very expensive, they are far too much so for the fishermen who use them to purchase.

In all trades where expensive tools are necessary, such as mills, or other machinery, it becomes the business of opulent men to furnish

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them to the poor labourer or journeyman; so ought boats, nets, and other requisites, to be furnished the poor fisherman. In order for the working man to get the benefit of the machine, he was obliged to become a journeyman; that is, though not a menial servant, a species of servant. This excluded many from those branches of business, and the rich, who had machinery, were the masters of the market, and enjoyed a sort of monopoly.

Advantageous as this was to those who had capital, and could afford to erect machinery, it only suited some persons who had capital; for, in order to reap benefit from their machines, they were obliged to enter into all the details of manufacture and employ workmen. Mutual wants always terminate in negociation; and, in this case, the men who wished to labour independently, but had no machinery, applied to those who had machinery, for the use of it, at a certain price, for a particular purpose. This was readily agreed to by the man who wished to obtain advantage by the machinery, without entering into all the details of the manufacture; and it became a business to furnish machinery. Thus, rolling mills, slitting mills, machines for grinding, polishing, sawing, &c. &c. were erected and worked for the first customer, in the same manner as a cobler does at his stall. This brought capital and industry to the aid of each other in a way they had never been in before.

It is unnecessary to enter into minute details of the cause of the rise or the decline of fisheries in different nations, which would make a volume; I shall therefore confine myself to the last few years, as the French revolution has given a new turn to this as well as many other branches. The present war may again produce a new order of things, so that we should be upon the alert to seize those opportunities which may arise.

The fisheries, at the breaking out of the French revolution, were divided betwixt the Dutch, the French, and the English. Bremen, Hamburg, and Denmark, had but a small share; but the latter power was so sensible of its importance, that, in 1785, the King of Denmark granted a bounty of about 30*s.* sterling per ton to all vessels in the Greenland or Iceland Fisheries, on condition of their fitting out.

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their ships and selling their cargoes in a Danish port. Foreign built ships were employed, foreigners were encouraged to promote the view, and even foreign manufactures, necessary for the Greenland fishery, were allowed duty free. Hempseed oil was prohibited, or any other which could, in the most distant manner, interfere with the produce of the fisheries, which give the greatest encouragement. The French, in 1788, had no small share of the fish trade; in that year they fitted out to Newfoundland - - - - - 373 ships 41865 tons

To the islands St. Pierre and Miquellon	59	3581
South Fishery - - - - - - - - -	13	2982
Greenland - - - - - - - - - -	2	600
	447	49028

Of these, 430 ships 46909 tons returned; their cargoes produced 14,262,000 livres. The provisions, necessaries, expenses, and outfit cost 3,192,000. The greatest part, if not the whole of this trade the French have lost.

The Dutch fishery to Greenland, after the American war, did not average more than 66 ships each year. Twenty years previously upon the average 150 ships annually; but the North Sea fishery, that upon our own coasts, was carried on to a greater extent by them, particularly the herring fishery, which they found, by experience, less hazardous and expensive, but more productive, than the other fisheries.

Can any period then be more favourable, when we command the seas, and when the principal fisheries can be established on our own coast, when the Dutch are no longer our rivals, when the French fisheries are annihilated, when even the Weser and the Elbe are blockaded, so that Hamburg, Altona, or Bremen, cannot send a ship out, either on their own account, or in their names by Dutch capital. Embden is too insignificant; so that we have only Denmark to rival us.

Next to the production of grain, certainly the fisheries require our particular care and attention, not only as an article of food and traffic, but as a nursery for producing hardy and robust seamen, ready at all times to man our fleets, and fight our battles.

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The former difficulties, relative to our fisheries, appear, by the present political state of Europe, to be done away, and if we do not take proper measures to promote them at the present opportunity, (advantages which combined circumstances have given us at this moment,) it is our own faults.

The Greenland fishery of England has been upon the decline, whilst that of Scotland has been upon the advance the last five years, and the Southern whale fishery is stationary: the great and increasing importation of tallow, the depreciation in the price of whalebone, and the impress of seamen in the time of war, have all tended to cause the falling off in the Greenland fishery. That of the South Sea is encouraged by high bounties, yet still it has not increased, though it has been prevented from decay.

With respect to our home fisheries, to which we mean more particularly to confine ourselves, as more connected with the nature of the work, and the quarter we have treated of, the field is wide, and the prospect highly promising, if we only embrace the opportunity, we may nearly get this trade into our own hands. Denmark alone can rival us. The great advancement of the fisheries of Norway, we have fully treated of, to which we must beg leave to refer the reader.

No country ever profited in every way, by the general confusion in Europe, more than Denmark, but in her fisheries in particular; a few observations may therefore urge us to follow the example of that kingdom. The year following the breaking out of the French revolution, Norway exported fish of her own catching and curing to different places in Europe, to the amount of about 270,000*l.* sterling. In 1799, upwards of 17,000 tons was exported; by enjoying neutrality, the belligerent powers being partly shut out of the fisheries, and England neglecting hers, Norway exported, in the year 1802, no less than 26500 tons in 411 ships, when five years before, she did not export half the quantity.

The ports from whence, and the countries to which the fish of Norway was exported, in 1802, will be seen in referring to Norway. In that year, about 2500 tons appear to have been cleared out for Great Britain and Ireland, which is operating against our own fisheries.

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This is a subject of serious reflection to ourselves, when the fisheries of England, Scotland, or Ireland, or that of Newfoundland, ought to have supplied us instead; but the exportation of British cured fish appears upon the decline; that which we have exported has been at a considerable public expense, and the encouragement by great bounties and drawbacks.

The following is the official value of the fish exported, being the produce of Great Britain, in

1797	£275144	1801	£236295
1798	270490	1802	192303
1799	251418	1803	115025
1800	253267		

It is then an alarming consideration, that our exportation should be so much upon the decline, or that we should import fish at a high price from our neighbour, who had caught them near and upon our own coasts.

We have seen to what an extent Norway has increased her fishery in a short time; the similarity of the coast of Scotland to that of Norway, the inlets, islands, bays, and creeks of that kingdom, should make us turn our attention to it, when she enjoys such natural advantages by position and situation for the white herring and the deep sea fishery, as well as that of Greenland. These natural advantages will be materially improved and facilitated by the canal joining the Clyde and the Frith of Forth, the Crinan Canal already navigable, as the grand canal soon will be for the largest ships to pass betwixt Fort George and Inverness, connecting the North Sea and the Atlantic, through Scotland, in two parts.

As so many volumes have been written on the fisheries, and the government of this country has shewn sufficient inclination to encourage them, it will be sufficient to point out how that may be done.

A bounty offered to a poor man to produce an article he has not the means of producing, is useless. Instead then of giving bounties for fish caught on the coast, let boats be constructed and let out under the direction of the minister and elders of the parish in Scotland, or those who manage the poor in England, and let the sum they are to

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pay be just sufficient for interest, tear and wear, &c. Being insured against the risk of the sea, the vessel never can remain unaccounted for, and the sum paid will be sufficient to replace it, when worn out by regular use.

There are not 200 parishes in Scotland that touch the coast, and probably 200*l.* in each, on the average, might be sufficient, and put in activity 20,000 people in this beneficial enterprise; and this sum might properly be applied under the responsibility of each parish, the officers of whom, or those who have the direction, should be bound to see to its proper application.

The taking off the duty on salt would be the next thing necessary, and the way to do that, without hurting the revenue materially would be by allowing those who wanted salt to cure fish to have the quantity necessary, duty free, on giving a bond on unstampt paper, to cure the quantity of fish, return the salt, or pay the duty. This would do ten times better than a drawback, which does not prevent the necessity of an advance of money, though it afterwards repays it.

In fishing and curing fish, the business is to enable people who live on the coast to do it with advantage and with little capital, for men who have capital seek easier employments.

To give an example. If nail making, weaving, spinning, and several other branches of business, by which great numbers of poor live, and the country is much enriched, required expensive apparatus, they would never be carried on as they are; but a spinning-wheel costs only a few shillings, and the apparatus of a nailor's shop only a few pounds, and that generally is not his own. It is then necessary to give the fishermen the same advantage.

Large enterprises which generally end in a job that enriches some, ruins many, and discredits the object undertaken, appear most congenial to the nation, most rational for those who have projects to offer only because something may be got by them; but they are not always the best for the country.

Nothing here is meant against the South Sea fishery and the Greenland and Newfoundland fisheries; but it is meant to be maintained, that the near, but extended and beneficial fisheries, on our own coasts, would be well worth encouragment, and that this is the way to do it.

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The utility of fisheries, for procuring food, and as a nursery for seamen, has been often mentioned, but let us consider the necessity of keeping in the country part of those immense sums that go to Russia for tallow, and we shall see a farther reason for this encouragement. We cannot produce more tallow than we do at present, without growing more butcher's meat, and that is out of the question, (doing it on purpose,) and we cannot diminish the consumption by any other means to a considerable extent, but by increasing the quantity of oil, and reducing its price.

Taking the subject of fisheries in every view, then, they deserve encouragement, and this mode appears to be the best, even if the revenue should suffer a little, and if some trouble should be given to those who have the care of letting out boats and nets. No good is attained without some evil, and no advantage obtained without trouble and pains; and surely, these regulations are much less complicated or difficult to execute than many of the laws about permits and licences under the excise and customs.

As for particular details, pointing out the mode by which they might be the most easily tried, those are ready, but it would be both absurd and improper to intrude on the public, details which come soon enough, when those who have the power of adoption have approved of the principle.

Tallow.

The quantity of money that goes out of the kingdom for tallow is a matter become of very great importance; and, either for the manufacture of soap, or forgiving light, oil is the only material that can supply its place; and, no doubt, in the first instance, it would be well to give premiums, and encourage the producing of oil, as there is no possibility of raising a sufficient quantity of tallow within the United Kingdom. The manners of the people are such, that the consumption increases far beyond the means of supply that we have within ourselves; and tallow is not one of those articles that can either be created at will, or independent of other more natural produce.

It has already been stated that the consumption of butcher's meat

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has been carried to a length that endangers our supplies of grain, and the quantity of tallow cannot be increased without the farther augmentation of this danger, and that in so prodigious a degree as not to be thought of or attempted, or that even if attempted could be attended with any probable success.

The produce of grass land is far inferior to that of the same extent of land in corn; and the proportion of that produce which consists of tallow is but a small part; so that even if all the corn land of England were converted into grass, the tallow raised would not probably be sufficient to supply the market. From fisheries then alone we must expect a supply of this necessary and great article of consumption.

It is not here, however, the intention to exalt any one resource at the expense either of truth or of the general interests of the nation; it is therefore necessary to state, that South America produces tallow in great quantities, and preferable in quality, at least more esteemed by soap-boilers and tallow-chandlers, than that which comes from the north. If we had any direct connection with South America, we could obtain any quantity, but it was only recently discovered, and we can only obtain it by the means of Spain.

When upon this subject, it may not be improper to remark, that England, which is the greatest power by sea, has never pretended to keep the trade of its East India possessions exclusively to itself, nor of its colonies in America, yet Spain, a very feeble power, has succeeded, not only in that, but even in preventing the people of the colonies themselves from fitting out any ships to carry their own produce.

It would appear that it is the prosperity of Britain, not its mode of acting (which is very liberal) that creates displeasure and envy among other nations; and that, on the contrary, the poverty of the Spaniards exempts their selfish and unjust conduct from the censure that it really merits.

South America, in the hands of Spaniards, is of no importance to the commercial world; but if the intercourse with it was in any degree free, as it is to India, or was to British America, it would be found productive of many general advantages, and produce treble the quan-

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tity of tallow that Russia exports, at full a quarter of the present price.

From the following table it will appear that our supply of tallow is almost totally from Russia, that it is augmenting rapidly, and that the amount was, in 1799, more than one million sterling, at the price paid in the country.

Total of Tallow imported into Great Britain, distinguishing the Countries from whence imported into England only, and the aggregate from all Places into Scotland each Year.

years.	Denmark.	Russia.	Prussia.	Germany.	Holland.	France.	Ireland.	Other Countries.	Total from different Countries to England.	Total from different Countries to Scotland.	Total to Great Britain.
	Cwt.	Cwt.	Cwt.	Cwt.	Cwt.	Cwt.	Cwt.	Cwt.	Cwt.	Cwt.	Cwt.
1786	——	186535	6	——	560	980	12659	2	200743	46579	247322
7	——	260162	1598	1603	3030	1020	24577	35	292116	64364	356480
8	80	313858	533	93	——	——	10650	1800	327017	28028	355045
9	——	212167	732	1926	2000	3 1	15425	3062	235645	24481	260126
1790	——	191413	480	1400	2300	——	16394	6092	218079	37841	255920
1	——	121429	——	928	7	——	14725	1996	139087	25775	164862
2	——	124154	643	1200	8379	24379	15004	1902	175663	26193	201856
3	778	195660	506	715	4257	1111	6204	2246	211479	23529	235008
4	828	164335	——	——	——	——	10913	222	176299	25873	202172
5	——	109923	122	464	958	——	15601	2018	129088	51718	180806
6	6254	248924	1920	15119	——	——	11581	3683	287483	43500	330983
7	——	174161	823	8240	626	——	18285	3816	205953	38088	244041
8	4427	355447	2140	14509	584	——	8022	1157	386290	53621	439911
9	916	344657	3162	8874	45	——	11960	4244	373262	76954	450216
1800	——	——	——	——	——	——	——	——	——	——	415000
1801	——	——	——	——	——	——	——	——	——	——	332000
1802	——	——	——	——	——	——	——	——	——	——	555000
1803	——	——	——	——	——	——	——	——	——	——	537000
1804	——	——	——	——	——	——	——	——	——	——	——

To so great an extent has the importation of tallow increased in this country, and is still increasing, that, upon the average of the five last years, reckoning the actual first cost only in foreign countries, it has amounted to upwards of £1,500,000. By the time it is landed here, adding the freight, insurance, and charges, it has cost the individual consumers of this nation from 60 to 75 pounds per ton, and even higher, within that period.

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Therefore, by promoting and establishing the fisheries, we not only procure oil for our consumption, but food likewise for the poor, and riches to the country at large, by the exportation of what we catch and cure.

Besides the addition to the food for the people, which is a great object in every country, but particularly so in an island like Britain, the immense sums that are yearly drawn out of it for tallow might be in a great measure saved, by proper encouragement of her fisheries; and as it has been observed that, in the event of our not being able to extend our exportation, or perhaps even to keep it up at its present rate, we must endeavour to diminish the importation, there is not any thing by which we could do this more effectually than by encouraging the fisheries.

In consequence of the American war, our fisheries in that quarter were so totally interrupted, and the supplies of oil we received from thence so much diminished, that serious alarms were then entertained that we should become dependent upon some foreign power for oil, as a substitute for tallow; and in 1775 it was stated, as a serious national object, that the consumption of fish oil, as a substitute for tallow, did not cost the city of London alone a less sum then £300,000 sterling at that time.

The idea of using tallow, then, instead of oil, appeared a grievance, whilst using tallow instead of oil has now become a national concern of no small magnitude. It has been the cause of neglecting our fisheries, and upwards of two millions per annum ready money going out of the country for tallow. This article alone has been upon the increase, whilst the produce of oil has been nearly stationary for the last fourteen years, as the following account of the importation of whale oil from all quarters will best prove.

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The Quantity of Whale Oil imported into Great Britain, from the following and other Places, in the Years were,

		Tons.	hhd.	gal.
1787	Greenland	9905	1	51
	South Fishery	2184	1	25
	British Colonies	3447	0	43
	British West Indies		2	43
	States of America	280	1	36
	Denmark	7	0	0
	France	22	3	22
	Ireland	11	1	0
		15809	0	31

		Tons.
1788		15677
1789		14127
1790		12539
1791		10740
1792		10739
1793		11661
	Prize	247
1794		10899
	Prize	101
1795		10024
	Prize	166
1796		11437
	Prize	206
1797		13599
	Prize	3
1798		12132
1799		12990
	Prize	22
1800		13236
	Prize	33

Of the above was British produce, and exported according to the official rates in

1797	£17600	1801	£61892
1798	28510	1802	147868
1799	31334	1803	41228
1800	105770		

The manners and the fashion of the people, but above all the great increase of the cotton manufacture are the principal causes of the great and increasing demand for tallow, as it is now so much used in soap-making for home consumption and exportation.* In Germany, they not only use large quantities of fish oil for this purpose, but still larger quantities of hempseed-oil, which they import from Russia,—some years equal in quantity to all the whale oil we have imported from all quarters; it might partake of the nature of rape-oil for our cloth manufactures.

Tallow is more generally consumed for lights than oil, which was not the case formerly; but the introduction of lamps might not only be brought into more general use, but, by the improvement of them, the consumption of oil diminished.

* When oil was used formerly, those who used linseys, woolseys, silks, and other clothing, no longer wear them; even the servant girls must have their wash-gowns and fine linen.

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As the manufactures of soap and candles are the chief consumption of tallow, and oil can be used in both cases, there is not a doubt that, if it was to be had cheap, and in sufficient quantity, it would be used on most occasions, and might save immense sums of money that go from this country, particularly one and a half million at least on tallow, never to return.

Amongst the effects of luxury, or if the terms may be thought more applicable, the little necessity that is paid to economy, even amongst the lower classes, the use of soft soap has been almost entirely laid aside; not that it is less fit for every purpose of washing, but merely because the economy attached to its use has ceased to be an object, and the hard soap looks cleaner, and custom, not reason, has obtained it the preference.

Some steps should be taken to encourage the use of soft soap, which is made with oil, for ordinary purposes, and if once the custom of using it were introduced it would never again be abandoned.

CHAP. VI.

Of Wood.—Our domestic Growth.—Supplies from British American Plantations.—Of Pitch and Tar.—Quantity imported.

IN our general observations on the resources of the country, it was observed that wood was one of those that required and deserved the encouragement of government. It required the encouragement, because the proprietors of land are frequently in a situation not to admit of their laying out any money on an object, the return for which is beyond the probability of human life, even with the timber that grows up the most rapidly; but with oak, elm, ash, and a variety of other sorts, the return is not to be looked for in less than two or three generations.

It was mentioned, as an object of national importance, not of personal advantage; it is therefore one of all others to which govern-

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ment is the most imperiously called to lend assistance when it is required.

It is not meant to be said that the proprietors of land have not any interest in planting trees, but that the interest is too small to operate, when it cannot be done with ease, and without much exertion. A rich man will naturally wish to increase the affluence of his posterity, but all proprietors of land are not wealthy, and therefore those that are not must be assisted; and even premiums are not sufficient, in the case where there is real inability, and no return at all.

In the case of flax, hemp, or fisheries, there is a return; and a premium may serve to counterbalance any small deficiency in profit; but in timber, to him who plants, there is no return at all; and, though profit will accrue, it will be to him that reaps, and not him that sows and plants.

It is not by this account to be said that premiums are not proper, and attended with advantage, as productive of a good effect; but that, in some cases, premiums alone will not answer, as it may be impossible for the proprietors of land, in certain cases, to find the means of planting his lands.

Barren timber is the only sort of produce, the return of which is beyond the span of human life; it is consequently the only one for the cultivation of which there is not a return made to indemnify for the trouble and expense; but Nature, which is wonderful in all her works, has always supplied the first stock of trees herself. Timber is the only vegetable produce of great utility, that grows up without cultivation and the aid of man; so that all uninhabited countries have been found abounding in wood and forests; but as men no sooner begin to people a country than they begin to consume the forests, it is their business to plant, after they have reduced them below the proper quantity; and perhaps there is no way so easy to account for the ruin and desolation of some countries, as by investigating the natural consequences of letting forests go intirely to decay, which is a thing that, when done, cannot be remedied in sufficient time to prevent the destruction of a country: what we have already stated of the wood in Russia has confirmed this observation.

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To enter into this examination at length would be foreign to the nature of this work; but it must be allowed that negligence, in this respect, may destroy a country, and that, as new countries have a vigour in them which is not to be found in old ones, the abundance or want of timber is probably one of the great causes.

The other produce of the earth being renewable at a short period, and the inducement to its renovation being great, it is not very likely to fall off of itself; and, as to the nature of ground, we do not find that it becomes barren by a course of cultivation, if not very injudiciously managed indeed. The minerals of a country may become intirely exhausted, for there is no mode of renovation possible; the timber may fall to decay for a great length of time; but the common produce of land can always, with industry, be kept up, or if it could be supposed to be intirely neglected, yet a year or two would be sufficient to bring it back again.

The produce of mines may, in general, be carried at a moderate expense from one country to another; and, indeed, there are many countries that never had much of that sort of produce; but it is different with timber; the quantity wanted is so great, and its weight has such a proportion to its value, that it would not be possible to supply any country intirely with timber for all purposes.

From the tables that follow it will appear that the quantity of timber imported is very considerable; and when it is considered that we are wasting and wearing out our forests at home, it will be allowed that the consumption of the article is very great.

From an opinion given in 1771, by thirty persons, in different counties in England, who were in the timber trade, and gave each their opinion relative to the counties adjacent to their residence, and of the decay or decrease of oak-timber within their knowledge, and it appears to have been very alarming indeed.

The youngest of those dealers spoke of fourteen years knowledge only in the county of Essex, and estimated it at three-fourths. Those who recollected for forty or fifty years, spoke of a much greater consumption, and some of the almost total destruction of the woods.

Making, however, some allowance for the propensity to exaggerate,

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whatever one either admires, laments, or regrets, which latter feeling must, on this occasion, have been the predominant one; there can be no doubt that, in some places, the destruction was nearly total, and, in others, above one-half on an average; as that is the smallest diminution expected; that lowest estimate, is only for one county, namely, Cheshire.

It is not to be doubted that other timber diminished nearly as much as oak, though none is perhaps so essentially important to this country, none for general use is so long of growing, or bears so high a price.

It would be but proper to compel those who cut down timber, and thereby reap the advantage of the foresight of their fathers, to plant an equal quantity; because such persons ought to continue the advantage to their posterity, and they always can afford to spare the money; but it is different for those who have barren lands to plant: and to those it is that assistance should be given.

The improvement of waste lands, and the planting of trees, are two objects which, as the returns are slow, a commercial people are not likely to carry to any great extent, or pursue with vigour. The capital acquired by trade, or by other means, in England, will naturally be employed according to the ruling genius of the people, which is for sure employment and regular and quick returns.

In treating of Russia, we have already explained the causes which gave rise to the prohibition of exporting timber,—improvident management, and the destruction occasioned by the iron mines. That prohibition gave a new turn all at once to the timber trade of the Baltic; the price, which had been gradually advancing every where in that quarter, at once doubled in the first cost. In the timber trade of Russia alone about three hundred sail of British ships were employed; when that trade ceased, by the prohibition, the other ports in the Baltic were greatly injured, and could not secure that traffic Russia had turned away, because the principal supplies originally came from provinces under that dominion. The trade immediately fled to Norway, from whence we received very considerable supplies, at very advanced prices; and such has been the great exportation from that

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country, that its stock must, in the course of a few years, be exhausted; at least that which is suitable for the British market. Sweden does not export any considerable quantity. The chief supplies, which can be exported from the Baltic, must come from Riga, Memel, and Dantzic, and they, on a reference to the map, will be found to have their timber from the Russian provinces. Since the total prohibition to the exportation the trade has been opened again, but in a manner too limited for our consumption.

In referring to the ports in the Baltic, such as Riga, Petersburg, Memel, Dantzic and Stettin, from whence we have received our chief supplies, some useful particulars will be found. Of the aggregate exportation of timber from the Baltic, Great Britain and Ireland take a principal part. It is owing to the exhausted state of the forests, occasioned by the prodigious consumption of this island, that the prices of timber have been raised so very high. The official value is given for one year, stating the description of the articles exported, and the aggregate state of the whole subsequently.

In the Year 1791, *the official Value of Timber imported into Great Britain, was,*

	£	s.	d.
Balks	10296	3	9
Battens	10961	9	0
Boards	6074	4	1
Cedar	967	14	3
Deals and deal ends	103066	17	1
Lath-wood	9910	5	4
Masts	81919	17	0
Oak-plank	10666	7	2
Pine	14912	12	9
Staves	57292	4	9
Timber, fir	152494	6	3
oak	9501	3	9
Ufers	2840	0	10
Wainscot-logs	6350	19	4
Other Wood	18376	12	3
	£4958	10	17 7

	£
In 1792	600917
1793	496690
1794	444591
1795	508436
1796	726711
In 1797	584784
1798	471054
1799	466068
1800	629881

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In the following Years the undermentioned Articles are rated.

	1801.	1802.	1803.
Deals	£ 84808	86623	106526
Masts	356138	155778	170864
Fir Timber . . .	119839	191054	212038
	£560785	£433455	£489428

Such is the official rate in the custom-house books; this is greatly below even what the duties produce, which, in the year 1803, was 663098*l.* 18*s.* 2*d.* in England; 72806*l.* 8*s.* 9*d.* in Scotland; the total 731315*l.* 1*s.* 11*d.* for such articles of that description only we have described, coming chiefly from the Baltic and the north of Europe, (fustic, logwood, mahogany, and redwood, are of course excepted,) but to illustrate the whole in a still more striking manner, the following is the duty paid upon all wood imported into Great Britain, distinguishing England from Scotland, and the total nett amount in the year 1804.

	England.			Scotland.			Total Nett Duties.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.
Balks	4407	9	11	5829	8	1	10236	18	0
Battens	13277	7	9	1256	8	9	14533	16	6
Boards, Paling . .	2868	9	1	71	3	7	2939	12	8
Wainscot . .	674	11	6	——			674	11	6
Deals	244926	12	4	10748	4	1	255674	16	5
Deal Ends . . .	8374	18	0	754	3	0	9129	1	0
Fustic	3649	18	0	294	13	1	3944	11	1
Lathwood . . .	9222	12	3	895	19	4	10118	11	7
Logwood . . .	3098	4	0	204	9	5	3302	13	5
Mahogany . . .	32485	13	8	3810	16	4	36296	10	0
Masts	17038	14	9	605	5	11	17644	0	8
Oars	1900	8	4	179	1	6	2079	9	10
Plank, Oak . . .	18241	17	6	1428	10	0	19670	7	6
Redwood . . .	2468	18	7	115	4	3	2584	2	10
Staves	25343	10	8	1067	6	10	26410	17	6
Timber, Fir . .	220202	19	4	27044	11	0	247247	10	4
Oak . . .	2032	7	10	354	12	11	2387	0	9
Ufers	2128	8	10	46	2	3	2174	11	1
Wainscot Logs . .	8980	3	0	129	15	5	9110	2	5
£	621323	5	4	54835	15	9	676159	5	1

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The high prices we are paying for timber, in the countries around the Baltic, is not because they conceive us totally dependent upon them for the article, but because their stocks are so greatly diminished as to cause a want amongst themselves, which we have seen by the conduct of Russia: the price consequently is advanced. To this is to be added the heavier expense in bringing it from remote quarters, distant from inland navigation; so that, if our demand continues, as it has done, for a few years, we shall scarcely receive any but at so high a price that we must of necessity resort elsewhere. It is a happy circumstance for this country, that we have a sufficient supply in our American possessions, which the interest of individuals will now bring forth: the beginning is made, and the importation from thence greatly increasing every year. The high price we pay for what we import from the Baltic, the carrying it to our own ports in their ships, and the duties paid here on foreign timber, and none from our own possessions, are considerations for the merchants and ship owners, which make this an object of material importance. This we shall more particularly describe under the head of Shipping; so that the result is, that we can now supply ourselves cheaper, from our own possessions in America, than we can from the Baltic; and, for the information of those who are in that trade, more minute particulars are given to turn their attention, and employ their shipping in the British plantation trade.

The British colonies in North America, of greatest extent, are Upper and Lower Canada, New Brunswick, and Nova Scotia, which are but thinly inhabited, particularly New Brunswick. They are covered with immense forests of trees, the greater part of which are pine; the sort of wood in most general use.

These provinces, from the straits of Belisle to the Bay, which separate them from the state of Massachusets, are intersected with bays and inlets of the sea, navigable rivers and branches for small craft, and for rafting and floating down timber. The whole coast, from Casco Bay to the abovementioned straits, is lined with harbours, where vessels of any size may load in safety; some of which are spacious enough to contain all the navy of Great Britain.

Among other navigable rivers we may mention the St. Lawrence, in

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Canada; the St. John, Miramichi, and St. Croix, in New Brunswick; Pictou, La Have, and Annapolis, in Nova Scotia; from all of which quantities of timber have been, and may be exported to Great Britain.

In the state of Massachusets, particularly the district known by the name of the province of Main, which includes the country from Casco Bay to the British lines at Passomoquoddy, are many large navigable rivers, and a great extent of country covered with wood. The ports hitherto most frequented in that district are, Wiscasset, Penobscot, Portland, Machiers, and Frenchman's Bay, but there are many more harbours of less repute, where ships of burden may load in safety.

The principal ports in Nova Scotia for loading timber, are, Pictou, Guysbourg, and La Have. The former is situated within the Gut of Cunso, south of Prince Edward, formerly St. John's Island, and of course is shut after the frost sets in, and not open in general before April or May.

There has been a considerable quantity of timber exported of late from this river; but the size of the pines is not so large, nor is there so great an extent of interior as in Canada or New Brunswick.

Guysburg is inChadebucts Bay, without the Gut of Cunso; but, being few settlers in the neighbourhood, there has not been much timber exported from it. La Have is a few leagues to the westward of Halifax harbour, and is accessible at all seasons. But the rivers St. John, Miramichi, and St. Croix, in New Brunswick, are navigable, some of them 100 miles, and furnish the greatest quantities of pine, and other timber for the British market.

The great river St. John, at the mouth of which are the city and harbour of that name, empties itself into the north-west side of the Bay of Fundy; the harbour is never frozen. It is from this river that the largest and best pine masts have been procured for the British navy; and the greatest quantity of timber has been shipped from it to Great Britain. St. Croix, or Passomoquoddy, has likewise furnished masts for the navy, as well as large quantities of square timber for Britain, and lumber for the West Indies. Miramichi is situated in the Gulf of St. Lawrence, north-west of Prince Edward's island; some masts have also been procured here for the navy; but the intricate

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navigation, and being frozen up six months in the year, occasioned this branch to be discontinued. From this river, large quantities of square timber and lumber for the Newfoundland and West India markets have been exported.

Canada is a country of great extent; and the river St. Lawrence navigable for large vessels as far as Montreal. Upper Canada, in particular, is capable of supplying any quantity of timber, and cannot be exhausted for a long time. It has this advantage over the other British provinces, that there is plenty of white oak, of an excellent quality, to be got from it; and, of late, some of this oak has been used for the royal navy; but, the voyage being longer, freights are higher than from either of the ports in New Brunswick or Nova Scotia.

From this vast extent of country, covered with wood, a supply of pine and other timber may be drawn, sufficient for the consumption of the British empire for ages. For, although the timber near the navigable water, in many parts, is cut down, yet, in the interior, the quantity is almost inexhaustible. It must, however, be allowed that the greater the distance it has to be hauled, the higher the price must be, and the depreciation of money in that country, as well as in Great Britain, must enhance the price of labour, and, in consequence, the cost of the article produced by it.

It is upwards of twenty years since some trading companies in Greenock established houses in Nova Scotia and New Brunswick, for the purpose of importing timber from thence, and they have continued in the trade ever since. Others have followed their example, and large quantities of American pine, black birch, and other timber, are imported every year into the Clyde, Liverpool, and other ports; and there are to be seen in the west of Scotland, a number of houses entirely finished with American pine, superior to what is to be met with in other parts of the kingdom, where nothing but Memel timber was used in house finishing.* Some cargoes have lately been imported into Leith, Newcastle, and Hull, where it will soon become in general use.

* It is now in such repute, that not a single cargo of Memel timber was imported last year into the Clyde.

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Since the year 1789, the royal navy of Britain has been supplied with American pine masts from New Brunswick, some of them as large as 34 and 35 inches diameter at the partners, after being trimmed into 16 squares; but these sizes are rare to be met with, and attended with great risk and expense of felling and hauling: it only shews the great size to which the pine timber of that country grows. The general sizes procured for government are from 20 to 30 inches diameter; and, notwithstanding the price in the country is near double what they cost twelve years ago, and the expense of navigation more than double, government are supplied with American white pine masts, yards, and, bowsprits for the royal navy, at less than half the price they pay for Riga masts, &c. of the same dimensions; and although it is admitted that the white pine masts are not so strong, nor will they last so long as the Riga, yet they have this great advantage over the latter, that they are not near so heavy, and the difference in price must be a great saving to government and individuals.

Although pine is a species of timber most generally used, there are other sorts of timber imported from North America, black birch, black spruce, elm, ash, maple, &c.

The price of pine square logs, delivered alongside, in safe harbours, was some years ago from 2 to 2½ dollars per ton, of 40 feet, or from 11*s.* to 14*s.* per load. Black birch, elm, and other hard wood, from 3 to 4 dollars per ton, or from 17*s.* to 22*s.* per load; at present, pine costs 20*s.* to 22*s.* 6*d.* per load, and hard wood from 28*s.* to 30*s.* per load.

White pine lasts for a great number of years, when water is not allowed to lodge in it. It is in general free from knots, and very fit for house work.

Black spruce is a species of fir, that does not grow to a very large size; it is strong and tough; it is commonly used for masts and spars to merchantmen, and sometimes as hand masts for the navy, being stronger and tougher than Norway spars. The roots of the black spruce make good knees for small vessels.

Black birch is a hard wood; when wrought up, it is scarcely distinguishable from, and is an excellent substitute for mahogany, particularly in small furniture. It has now come into general use, where the

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quality is known. Of this wood a number of vessels are built in Nova Scotia and New Brunswick, but it is not found so durable as oak. This is partly owing to not cutting out the sap wood, and not giving it time to season.

A large quantity of black birch is annually imported into the Clyde, and it now finds its way into other parts of the kingdom.

American white ash is found to be of a superior quality to what is brought from the Baltic, and answers well for oars, rafters, capstan bars, &c.

The freights to and from North America, have lately advanced in proportion with those to other parts: formerly, ships were chartered to carry home timber from North America, at from 40*s*. to 50*s*. a load. The common freights now paid from Nova Scotia and New Brunswick, are from 75*s*. to 80*s*. per load, and from Canada from 80*s*. to 100*s*. per load, notwithstanding which timber can be imported from North America, and sold in Great Britain, at a lower price than it can be imported from the Baltic.

By encouraging the timber trade from North America, a national benefit arises, which should never be lost sight of, the employment of more than double the number of seamen, and double the tonnage of shipping, that would be required to transport an equal quantity of timber from the Baltic; for vessels can make two or three voyages to and from Memel, for one that can be made to and from North America.

To the British colonies in North America, only two voyages can be made in the year. The time generally taken to perform one is from three to four months, including the time to load and unload.

The ports into which American timber has been imported are, Greenock, Port Glasgow, Saltcoats, Irvine, Whitehaven, and Liverpool, on the west coast; and Leith, Newcastle, and Hull, on the east coast.

One observation may be allowed to be made here, which is, to prevent an error or a neglect we are likely to fall into, and for which we have condemned others.

Timber in North America is indiscriminately cut down, and little care taken to keep a constant succession: there is an act of parliament

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prohibiting the cutting of pine timber above 12 or 14 inches diameter, without a licence from the Surveyor General of his Majesty's woods, which ought to be particularly attended to. Timber is now cut for clearing land, and for the purpose of sawing into lumber for the West Indies, and even the British market; and very frequently it is to be purchased at considerable less rates than those already mentioned.

Comparison of the Cost of importing Timber from the Baltic, and from the British Plantations.

If from the Baltic.	£.	s.	d
First cost of a load of timber	1	15	6
Freight	1	15	0
Insurance 4 per cent. to return 2 per cent. for convoy . .	0	0	8
Customs, fees, and Sound dues	1	10	4
	5	1	6

If from the British Plantations.	£.	s.	d.
First cost will be about . .	1	0	0
Freight	3	16	0
Insurance 8 per cent. to return 4 per cent.	0	0	7
Duty.			
	4	16	7

After what has been said, it is unnecessary to make any further remarks on the resource we at present have, first, of supplying ourselves with timber from our own American possessions; and, the next, in time to raise it within ourselves, at a less price than we can get it elsewhere.

To shew that the trade from America is increasing, the following table is given. Since the last year therein stated, the importation from America has increased, and is increasing considerably, particularly in the year 1804, as the author found, when he visited the principal ports of Great Britain; but the actual quantity has not been obtained in time to be given.

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An Account of the Quantity of Foreign Timber, of the following Species, imported into Great Britain, from America and Europe, from the Year 1795, *to the Year* 1801, *both inclusive.*

	Deals and Deal Ends.		Masts.		Oak Plank.		Fir Timber.		Oak Timber.	
Years.	North of Europe.	American.	North of Europe.	American.	North of Europe.	American	North of Europe.	American	North of Europe.	American
	Cwt.	Cwt.	No. Loads.	No. Loads.	Loads.	Loads.	Loads.	Loads.	Loads.	Loads.
1795	40501	23	15474 and 9936	382 and 567	5177	140	140876	1024	1118	1864
1796	50644	74	20028 and 19664	576 and 1753	8692	362	181410	2427	1489	3015
1797	38547	22	10856 and 15807	503 and 3293	6561	544	114762	3174	1054	3124
1798	40213	177	15801 and 7302	189 and 633	5490	310	134963	1867	1258	2643
1799	41632	178	17308 and 5133	539 and 801	8361	147	140326	1950	838	2983
1800	47000	371	20132 and 11698	280 and 1293	7988	187	175645	3778	1695	3108
1801	45419	832	25329 and 19827	1004 and 2871	7921	103	147121	6329	1890	1872

Notes.—50 Feet in a Load.
120 in Number to each Hundred.
Masts, from 6 to 8 inches diameter, and from 8 to 12, are numbered; all above 12 inches, by the Load.
All the Masts above 12 inches diameter, at present, pay duty by the Load.

Of Pitch and Tar.

Pitch and tar being produced from timber, and from that sort of timber which we import from the North, we shall consider those articles in this place, rather than treat of them in a separate chapter.

Tar from Russia is chiefly, if not intirely, exported from Archangel, which port has been famous for a considerable time past: or rather, soon after the Swedish Pitch and Tar Company, in 1703, endeavoured to make the English not only pay their own price, but receive it in Swedish shipping, that port, and Stockholm in Sweden, were the principal places from whence Great Britain received her supplies, before the trade became general from America (occasioned by the cause mentioned); when the attempt at monopoly of those articles in Sweden, by the government, as well as that of Russia, at Archangel, compelled us to hit upon some other expedient, and obtain supplies from America. Had both Sweden and Russia left these articles to the regular course of trade, we should not have given the encouragement, at that time, to our possessions in America.

It appears that at an early period, the exportation of tar from Arch-

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angel, was as much as 480,000 barrels; in the year 1803, only 140,385 barrels; but the spirit of monopoly we have mentioned, drove away this trade in part to America, which country can supply the European nations at a cheaper rate.

The quantities of pitch and tar wanted in this country will increase in proportion to our shipping; therefore, it must be hoped, that no diminution is likely to take place in the production.

As these articles come from timber, the encouraging the planting of that, is the only way to preserve them within ourselves; but even then, it is a question, which a trial only can decide, whether it will be found to answer the purpose. The trial, however, is still worth making, and, in the mean time, as the northern nations, going always on the plan of high prices, raise their demands in proportion to our want of the article, it would be of great advantage to procure from our settlements in America, as much as we can.

Pitch and tar, merely considered as articles that draw money out of the country, are not of much importance, and viewing them in that light only, perhaps it would not be of any great advantage to endeavour to find a supply at home; but as most essential articles of naval stores, they are of a first-rate importance, and even our provinces in America, ought not to be depended upon for supply. Circumstances in future times may cut us off from that resource; we shall not then consider it as a matter merely of profit and loss, but as one nearly connected with our national safety, and as such recommend it particularly to the attention of government, whether it should upon trial, be found to be a gaining or a losing enterprise.

To shew the quarters from whence we have received supplies of pitch and tar, as well as the quantity, a table is given of that which has been imported into England from all places; Scotland likewise receiving supplies from the same quarters, the aggregate quantity for that kingdom only is given, and then the whole added together, imported into this island.

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Pitch and Tar imported into Great Britain, particularizing the Places from whence imported into England, and that into Scotland, in toto.

	Denmark.		Russia.		Sweden.		States of America		Other Countries.		Total of England		Total into Scotland.	
Years.	Pitch.	Tar.	Pitch.	Tar.	Pitch.	Tar.	Pitch.	Tar.	Pitch.	Tar.	Pitch.	Tar.	Pitch.	Tar.
	lasts.	lasts.	lasts.	lasts.	lasts.	lasts.	lasts.	lasts.	lasts.	lasts.	lasts.	lasts.	lasts.	lasts.
1786	—	137	420	2647	265	2388	145	1822	—	118	830	7114	25	1077
1787	—	111	927	2557	378	3605	447	3465	—	15	1753	9754	27	1555
1788	141	261	384	3244	152	1687	19	2617	—	—	698	7810	20	837
1789	5	113	165	1306	491	2868	80	2753	2	3	744	7044	8	783
1790	—	171	459	2535	483	4566	232	5337	—	5	1176	12615	69	1245
1791	—	167	747	2639	109	1655	56	2203	2	68	917	6733	70	958
1792	14	169	270	2365	387	2870	160	3124	—	6	832	8536	64	1500
1793	24	102	226	1513	490	4447	236	2929	—	10	977	9004	18	706
1794	6	145	236	5899	402	3078	101	2141	—	20	746	11285	15	1118
1795	7	184	426	1896	484	3409	69	3843	31	408	1017	9823	5	961
1796	8	117	330	2781	1307	4906	317	3337	16	138	1980	11280	25	750
1797	42	201	498	1750	263	2359	221	2613	24	37	1049	6961	43	972
1798	—	168	581	5005	459	4513	66	1586	27	131	1135	11405	33	1585
1799	4	67	519	7264	674	7325	37	2285	16	290	1252	17232	13	1319

Had not government, in the beginning of last century, paid attention to the business of pitch and tar, Sweden might have still been selling to us at an exhorbitant price the quantities that she might have thought proper to send over; but her avarice and mistaken policy bent the bow till it broke; for, in 1703, Queen Anne solicited in vain for a supply: bribes, intreaties, and every other means failed. But this put the nation on seeking a supply elsewhere, and particularly in our North American colonies. Sweden has now nearly lost the trade, and we are intirely free from dependence upon her. The northern nations all follow the same policy with every article, that the Swedes did with the tar, though not to so great an extreme. They hav· not learned wisdom by experience, nor reduced their demands; but we ought to learn it, and seek for new sources from which we can obtain supplies of every sort of naval stores. This conclusion is indeed so evident, that it would be useless to insist farther on a subject that is so plainly demonstrated from past experience.

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CHAP. VII.

Of Iron, as an increasing Resource. — A Comparison between the Manufacture of it in this Country, and in Russia and Sweden.

THIS metal, unquestionably, is the most useful of all; not only as applying to such a great variety of purposes, but as being capable to be manufactured to a state seven hundred times more valuable than even gold. It was remarked by an author, even at the beginning of the last century, "that the same quantity of iron-stone which, when first taken from its natural bed was not worth five shillings, when made into iron and steel, and then into various manufactures for foreign markets, might in some cases bring home to the value of ten thousand pounds."

That iron may by labour be made seven hundred times dearer than standard gold, weight for weight, is no exaggeration. In the making watch springs, six, seven, and eight, will only weigh one grain; the the price is from six-pence to one guinea each; but in the very finest work for the very best watches, reckoning only six to a grain, which is even too little, then, at a guinea each, iron can be made seven hundred and fifty-six times dearer than gold.

It is astonishing that a material, so truly important, should, without any aid or encouragement from government, excepting a duty on foreign iron imported, have risen to so high a pitch, whilst others, such as our linens, have had bounties, premiums, and encouragement, and yet have made but little advance, whilst the iron manufactures are extending and increasing in general.

There can be no doubt that iron has been made in England at all times: the Romans had iron-works in Gloucestershire, where traces have been found of their forges and utensils. We formerly imported some from Spain, where, in the year 989, there are accounts of the Moors manufacturing it of a most excellent quality.

The first act of parliament in England relative to iron was in 1354, when Edward III. prohibited the exportation, not only of the British made iron, but that which was imported; on account of the high price then paid in England for that article.

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From that period till about the middle of the 16th century, at one interval, a rage existed, and licenses were granted, for transmuting metals into gold and silver; each applicant conceiving that he had found the philosopher's stone. These bubbles, in King Henry the Sixth and Edward the Fourth's time, no doubt were the means of extending the iron founderies in this country, and they must have considerably increased in that time.

In 1581 (Queen Elizabeth's reign) an act passed that no iron-works were to be established within twenty-two miles of London, nor within fourteen miles of the Thames; only in some parts in Sussex, and no where near the sea; nor was any wood in those districts to be cut down for making iron. In 1585 another act was passed, that no iron-works should be established in Surry, Kent, or Sussex; and no timber, above a certain size, was to be cut down for the purpose of carrying on any iron-works.

Notwithstanding several restraints, it was about this time that the importance of this branch of our manufactures began to be felt. In 1630 an act was made prohibiting the importation of foreign wire, wool-cards made thereof, and other articles made of foreign wire. It was only sixty-five years before this period, that we used to import these things. The foreign became prohibited; and the English wire, made from the native "Osmond iron was found the toughest and best."

There must, however, have been some defect in the making of iron; for, in 1637, a proclamation was issued that pigs and bars of English made iron should be marked, by the king's surveyors, to prevent the sale of bad iron; and some restrictions were likewise issued relative to cutting wood.

In 1715, in Virginia, in America, pig and bar iron were first made; and, in consequence of some regulations relative to naval stores from British America, in 1719, a jealousy was shewn in this country of the iron-works establishing in America, and some restrictive clauses were introduced by parliament unfavourable to the works in the colonies. The proptietors of the iron-mines at home at this period, in consequence of the claims of the colonists to establish forges and works, seem to have been a good deal roused, and to have made such repre-

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sentations of the iron-trade at home as to give us a pretty correct idea of its state at that period, one which Peter the Great of Russia was likewise pushing in his dominions; so that with Sweden and Russia the iron-founders in England had powerful competitors, with America too in view.

In the year following, 1720, some further light was thrown on the iron-trade, by a Mr. Wm. Wood, who at that time was the most considerable iron-master in Great Britain; who had the mines on the crown lands of thirty-nine counties, and the largest iron-works in the kingdom for making bar-iron, rolling, slitting, and preparing it for several uses; and furnaces for all articles in which cast-iron was then generally used. He states that at this time we used about 30,000 tons of iron annually, of which, for want of cord wood, we were obliged to import about 20,000 tons; and as there was iron-stone enough, and no fuel to work it with, he recommended the planting and raising of copices on waste and other lands. In short, at that period, our iron-masters were much in the same state in England for want of fuel, as the Russian iron-masters now find themselves for their works in that empire.

As our true interests began to be seen in giving some protection to the iron founderies in England, which had risen by individual enterprize alone, an act of parliament was passed in 1769 for discontinuing, upon the exportation of iron in foreign ships, the drawbacks of such parts of the duties payable thereon, as exceeded the duties payable upon iron imported in British ships. In this year the importation of iron from Russia alone, amounted to upwards of 34,000 tons. To such an extent, through the fostering care first given by Peter the Great, had the iron mines arrived in Russia, that they materially injured the sale of the Swedish, from whence much less than a century before they used to import into Russia: such are the effects to be produced, when governments wisely patronize national objects of improvement and industry.

The American war breaking out, that formidable rival to our iron-trade was at an end; soon after the close of that war, the increase of our trade, and the extension of our manufactures, created an additional consumption of iron in the country, and although we had

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powerful competitors in Russia, and in Sweden, yet our founderies were producing an annual increase by manufacturing iron with pit coal instead of wood, as heretofore. Before that method was discovered, only 18000 tons of iron could be produced in these kingdoms; Ireland had already exhausted all her wood for that purpose.

The use of pit-coal charred had occasionally been tried for making pig and bar iron, and was first used by a person of the name of Dudley, in Staffordshire, who then made some good iron by that method; but the prejudice against it was so great, that it was laid aside, from the want of better knowledge at that time in the proper management; nor was it till about forty years ago, that the attempt was again successfully revived by the respectable company of Colebrook Dale, in Salop, who matured the process, and brought it to perfection. From this epoch we must date the solid establishment of our iron-founderies in this country, which have since increased rapidly. Many people of property began great schemes of iron-works, in various parts of Great Britain, for making pig and bar iron with pit-coal.

It is stated in 1783, that Ireland made but little bar iron, and that her importation had increased one-third in ten years. The average quantity of iron imported into Ireland for three years ending the 25th March, 1773, was

From Russia and Sweden	3734 tons.
From Great Britain	2217
	5951 tons.

Average of three years ending the 25th of March, 1783.

From Russia and Sweden	4924 tons.
From Great Britain	3736
	8660 tons.

Some founderies were likewise established in Ireland. In the course of nineteen years we find little variation in the quantity of iron imported into Ireland either foreign or British.

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For the year ending the 5th of January, 1802.

Russian, Swedish, Danish, and foreign iron	4941 tons.
British	4512 .
	9453 tons.

Iron and hardware rated at £138,941.

Amongst other curious calculations, in the year 1783, iron is estimated in what we imported and made from its rough state, through all its various manufactured branches, to be of the value of £8,700,000; greatest part of which may be reckoned labour; indeed it is astonishing to see this branch extended to so great an extent in so short a period; not so much in the rough material as the hardware manufactures at Birmingham and other places, but particularly at Sheffield, so famous for cutlery, when the first knives made in England, was by one Thomas Mathews, of London, in the year 1563, when we imported the greatest part of our manufactured requisites from Flanders and other countries.

It is, however, only within the last ten years, that the iron founderies in these kingdoms have had such a rapid and almost incredible rise; two circumstances have not a little contributed to give us a firm footing in this valuable branch, and that will be seen under the head of Russia; from the government of that country having made a Loan Bank to accommodate the Russian iron masters, by advancing money on the security of the iron, to compel the English to give them such price as they demanded, and the last, the detention of the British ships and property in the year 1800, which gave a wonderful animation to every capitalist in the iron trade to embark in this lucrative branch; and in every part of the kingdom we now see such establishments, so that we may now bid farewell to Russia iron, excepting the CCND.

But the grand increase of iron is in Wales, where, forty years past, no iron was produced, in whose extensive mountains are discovered inexhaustible mines of iron ore, with an unequalled and happy advantage of fuel at the same time. When the Irish propositions were before Parliament, about twenty years ago, it was then calculated that Great Britain made about 30,000 tons of bar iron; but such has been the increase within the last ten years, that Wales alone produces con-

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siderably beyond that quantity, and where two companies who have establishments in London, at this period produce about 18000 tons of bar iron annually. About seven years ago, the result of an inquiry, instituted by government, was then calculated to be 125 furnaces in Great Britain, supposed to produce 130000 tons of pig iron; this quantity, by those who have the best means of being informed in the trade, is supposed to be doubled, if not near 300000 tons throughout the kingdom, in pig, cast, and bar iron; of the last, from 80 to 100000 tons: the whole quantity is almost incredible, but our surprize may cease when we see the uses to which pig or cast iron is now applied for all domestic and other purposes of almost every description. In the neighbourhood of Leeds, even buildings without wood, but iron in its place, to the very window frames, joists, and rafters; upon which plan a very large building is at this time erecting near Bristol, on the Bath road. Railways, pipes, and aqueducts are now formed of cast iron, and indeed every purpose, even to the building of bridges, the structures of two of which, one at Colebroke Dale, and the other at Sunderland, are monuments of national genius and enterprize not to be equalled by any description in history. The British made bar iron is manufactured at this time at so low a rate as to be sold on the quay at Bristol at little above £14 per ton; before the present war with France, cargoes of iron in various states were shipped from hence to that country; hoops made of English iron, from its improved manufacture, (which till lately were always made of foreign) are now sent to Portugal, Maderia, the Mediterranean, as well as British bar iron to Africa, the East Indies, and Ireland, and no doubt it will soon become an article of traffic for America and the whole world, if no casualty nor measures of burthen are laid upon it, as the duty on foreign iron and the high price extorted for it abroad, act as a bounty, which it is hoped will be continued till our manufacture is completely secured. The export is rapidly on the rise, which will be demonstrated by the following official value, at the custom-house, on the exportation of British bar iron.

1797	£13178	1801	£80018
1798	18888	1802	54969
1799	26902	1803	53304
1800	28514		

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likewise of British iron, wrought, cast, and manufactured into various articles, in thefollowing years:

1797	£1067691	1801	£1417715
1798	1069290	1802	1616204
1799	1488074	1803	1218038
1800	1570820		

Notwithstanding the almost incredibly rapid increase in the production of our own iron, within the last seven years, it must appear rather astonishing, that we import so much foreign iron; but this will cease, when we consider our extended foreign commerce, and the prejudice in favour of using foreign iron yet amongst our ship-builders, anchor-smiths, and throughout the navy, as well as for various other purposes. This has caused the foreign iron trade in Great Britain to stand thus, during the last seven years, being the official value, from the custom-house, of the imports and exports of foreign iron:

Years	Imported	Exported	Balance
1797	£361322	83301	£278021
1798	507840	62844	444996
1799	472732	90604	382128
1800	374949	66775	308174

Years	Exported	Imported	Balance
1801	£326609	53191	£273418
1802	517269	87822	429447
1803	425205	47471	377734

So that, upon an average, we have for the above seven years consumed, in Great Britain, about 43,000 tons of foreign iron annually, which, in its absolute first cost to the individuals, and of course, loss to the nation, is upwards of 700,000*l.* sterling per annum, which we could instantly produce at home, with infinitely greater facility than any other branch of manufacture we have in the kingdom, and at a considerable less price than we are paying for foreign iron; and, although it is said, we must have some of the very best sorts of foreign iron for particular purposes in our manufactures, it is well known that we can make as good iron in this country, with charcoal, for those particular purposes, as any we can import; to be sure, it will cost a little more; but, why not encourage our own manufacture? Why should not the navy and every other department, use British made iron, when foreigners already begin, not only to take it, but prefer it.

The Swedish iron is indeed of a superior quality, the materials from

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which it is made being of the best sort, it is manufactured with skill and care, and formed, with an attention very much to be commended, into all the sizes that are most generally wanted in a material applied to such a variety of purposes, and which is not altered in its form, without considerable labour and difficulty.

Of Russia iron there is now only one or two fabrics, which will be imported at all into this country in a short time.

It is to the great use of machinery that we owe, in this country, a superiority; for here, art has completely got the better of natural advantages. The process of making iron, in its first stages, is chiefly chemical: it is by the action of fire on the materials, and so far the Swedes have still the advantage; but to convert iron from this rude and nearly useless state into malleable bars, is an operation performed by mechanical means, and where great force alone can produce any great effect; nor is it sufficient to have rude machinery badly contrived and ill executed, there the friction is great, and the effect produced small. It is in this we excel so much, at least in the proportion of seven to one;* for making iron is a more profitable business in England than in Sweden, notwithstanding the natural advantages enjoyed by that country in respect to the business of making iron.

We do not surpass the Swedes in skill in the nature and properties of iron, but in capital and mechanical means.

That some of our iron ore is equal to any in the world, there is no doubt; but it varies in every district here as in other countries, yet

* Making Iron	In England.	In Sweden.
Materials for a ton in decimal parts of its value	10	2
Fire, smelting, and labour	35	8
Forging and converting into bars of malleable iron	55	80
	90	90

But this 90 in Sweden, on account of the value of money being four times as great, makes it appear that, first, on account of the proportion of 4 to 1, and then of 80 to 55, the real difference is nearly as 7 to 1. This may not be unexceptionably accurate as a calculation, but the basis is right; it states the nature of the case as it really stands, which is what is intended, and what is useful.

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the experienced and the well informed in this country, say that English iron is, by nature, softer than any foreign we have imported, except Spanish; when worked with wood, no iron is so tough as Russia, and the English iron can be made equally as tough; it certainly is not esteemed so much, when made by cokes of pit coal, but there is a much greater waste of metal in the process; still very great quantities, of excellent quality, are made with pit coal only, and the iron made with wood charcoal is for particular purposes.

Cast iron wares bear, for exportation, no comparison to bar iron and articles made from it; but the internal consumption for rail roads, railings, bridges, rafters for houses, and, in short, every other purpose, in objects every moment presenting themselves to our sight, is such that the quantity may be increased still more; surely, this is the most flattering prospect for the resources of the kingdom, and may be deemed amongst the first, for it is an article added to the capital of the country, produced by the labour of its people only, from that which costs nothing, and is inexhaustible in the bowels of our native soil.

In the iron trade, the spirit and energy of those who carry it on, is such, that government has not any occasion to interfere with bounties or premiums. The unwise policy of the northern nations in raising the prices, answers every purpose, so that though they have, in reality, according to the wages of labour and value of money, a price equal to three times what we have, they never think of increasing their industry and underselling us, but take always the highest price they can get. When nations act upon the principle of high prices, the consequence is, that others, when the article is such as they can produce, take as little from them as possible, and endeavour to supply themselves; and, as soon as they are able to do so, they import no more from those avaricious unwise people; when, on the contrary, nations, where the value of money is great, can undersell and do so, then others take from them all they can get, and only manufacture for themselves enough to supply the deficiency. Thus it is, that if Sweden and Russia had kept the prices as low as they were 20 years ago, we

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should take from them all we could, and only make enough at home to supply the deficiency; but, as it is, we make all we can, and our works are daily increasing, while we take from them only enough to satisfy the demand which we are not yet able to do ourselves.

Our iron masters may, however, export that when those countries find we will not purchase any more from them, they will reduce the price, which it is in their power very easily to do; it will then become the business of the legislature to protect our home manufactures of iron, by a duty that will compensate for the reduction of price that they will make, so soon as they find that they must either do that, or lose the market.

So firmly is the iron manufacture established in this country, and so greatly extending, that we shall shortly be general exporters; indeed, British bar iron might now be exported to Sweden and Russia at less prices, including freight and insurance, than they insisted upon having a few years back, in the first cost, from us. Last year, the importation of iron into Britain, from Russia, was not a fifth of the preceding year, so that the iron proprietors of Russia will have to lament extorting such high prices from the English, and struggling so hard to have a Loan Bank to enforce. They will be as the Swedes were a century ago with pitch and tar.

The following table will shew the countries from whence we imported iron for some years back, describing each of those countries from whence imported into England, and the total quantity from all countries into Scotland.

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Bar-Iron imported into GREAT BRITAIN, *distinguishing from what Places imported into England, and only the total Quantity into Scotland.*

	Denmark.	Russia.	Sweden.	Germany.	Spain.	Other Countries.	England.	Scotland.	Total of Great Britain.
Years.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1786	1218	26029	16834	. . .	50	197	44330	4235	48565
1787	1636	21829	18492	18	146	283	42407	4321	46728
1788	1337	27816	16877	413	244	174	46863	4633	51496
1789	798	25005	19903	675	69	58	46511	4532	51043
1790	175	22440	20466	573	104	51	43812	5428	49340
1791	1100	29971	19572	220	76	622	51564	5609	57173
1792	705	26892	24442	20	273	119	52453	5240	57693
1793	961	33511	20079	. . .	45	180	54780	4182	58962
1794	408	21170	15816	. . .	64	119	37578	4901	42479
1795	172	26215	18171	32	. . .	239	44830	4696	49526
1796	962	29083	18006	3	. . .	220	48276	5001	53277
1797	464	20587	11428	425	. . .	279	33135	3825	36960
1798	302	29446	15799	272	. . .	142	45964	5964	51928
1799	264	23451	18623	12	. . .	97	42479	5852	48331
1800	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	38000
1801	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	38000
1802	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	52000
1803	. . .	. . .	. . .	. . .	. . .	. . .	..	. . .	45000

It would be a pity to quit this subject without observing how much the prosperity of nations depends on wise policy, which is always connected with moderation, and paying due attention to circumstances; by due attention, we mean neither negligence on the one hand, nor being too eager to grasp on the other. In the time of Louis XIV. when Colbert was minister, we have seen how France, by being too tenacious, lost the superiority in the manufacture of watches, glass, paper, and cutlery, and many other articles. Sweden, using similar power about pitch and tar, lost that trade, and the northern powers follow still the same measures, excluding English manufactures, and keeping up the price of their own. England seized wisely, and with success, the moment to rival France and Sweden; let her do so now with iron, fisheries, and every thing else that the circumstances will admit, and she will place her prosperity on a basis much more certain and permanent than that on which it now stands.

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CHAP. VIII.

Of Hemp and Flax.

WE cannot well treat of these two articles separately, they are frequently applied to the same, as well as to different purposes; their growth is as nearly connected, as well as the uses to which they are respectively applied.

That the use of flax has long been known, we need only refer to sacred history, where we find that the use of the distaff and spindle, in those early times, was counted laudable industry. Naturalists say that there are no less than 33 known species of flax; but all seem to agree, that only two of these were formerly used in the flax manufacture, but we believe it confined now only to one, which obtains a degree of fineness proportioned to the soil and its cultivation.

Hemp scarcely appears to have been known to the ancients, at least as a strong fibred plant; for Pliny, in lib. 20, cap. 23, of his Natural History, only praises the virtues of its stem, leaves, and roots. We find, however, from some who have written on Roman antiquities, that the hemp, necessary for the use of war, was stored up in two cities of the western empire, Ravenne and Vienne, by the procurators. That its use soon after became general, admits of no doubt. Although we find frequent accounts of seal skins, and other articles, substituted for hempen cables, even in the eighth century; it was not, however, till the sixteenth century, that it became an object of public consideration in England; the first of which we find is the 21st year of Henry VIII. chap. 12. in a petition for regulating rope making at Bridport, in Dorsetshire, which states, "that, whereas the people of that town have, out of time that no man's mind is to the contrary, used to make most part of all the great cables, hawsers, ropes, and all other tackling, as well for your royal ships and navy as for the most part of all other ships

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within this realm, by reason whereof your said town was right well maintained, &c." Then comes the grievances, viz. " that the people of the adjacent parts of this town have set up rope-making, and make slight goods, whereby," says this act, " the prices of the said cables, &c. are greatly enhanced :" a very odd reason, truly, for enhancing a commodity !

Curious reasons in these times were given for monopolies foreign to the present matter, but the petitioners succeeded, and gained an exclusive privilege. At this period, no cordage is made at that place, except for its own shipping; but its manufactures for fishing lines, twines for nets, the manufacturing of sail cloth, dowlas, ticks, &c. are carried on to some extent, and considerable quantities of flax, and some hemp, is grown in that neighbourhood, and in the adjacent counties.

When (at the early period we have just mentioned,) the people directed their attention to nautical affairs, the use of hemp became indispensably necessary, and an object of great importance to government. At that time, the Russian trade was unknown to us, of course we had only supplies within ourselves; for, by an act in the 24th year of Henry VIII. chap. 4, and by another in the 5th year of Queen Elizabeth, chap. 5, the crown was empowered, by a proclamation, to order, that for every 60 acres of land for tillage, one rood should be sown with flaxseed or hempseed, as might be judged proper, " for the better provision of nets, for help and furtherance of fishing, and for eschewing of idleness."

At various subsequent periods, many attempts were made to grow hemp and flax amongst ourselves. After the discovery of the trade to Russia, from 1553 to 1696, the trade was but inconsiderable with that empire; yet, in the 7th and 8th of King William and Queen Mary, an act was passed to encourage the growth of hemp and flax in Ireland, and the importation from thence into England duty free, " On account of the great quantity of money which was sent out of the country :" when, in the year 1699, an act passed, that the commissioners of customs should, in every year, give an account of all the naval stores imported from Russia into England.

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Many laws were made, and bounties given, to encourage the growth of hemp and flax From that period till 1776, in the British plantations in America, as well as at home; all which had but little effect in promoting its growth; although, additional duties were laid on foreign linens, to encourage British manufacture and the growth of these two articles; in 1781, an act was passed, allowing the importation of flax and flaxseed into Great Britain and Ireland, in any ship in amity with his majesty, which act is continued to this day.

A bounty was granted of 4*l.* per ton on all hemp, the growth of Ireland, imported into England, from 24th June, 1793, to 24th June, 1800, which has not been renewed, and the bounty of 4*l.* per ton on all hemp and flax, the growth of the British plantations in America, imported into England, will cease on the 24th June, 1806. These bounties were granted by government in a manner, which gave but little stimulus, and were found ineffectual; the land owners gave but little encouragement, to urge vigorous measures to second the view; indeed, the land owners, as well as the farmers, were prejudiced against it, from the notion that it impoverished the soil, and wished to grow those articles, where it was not exactly suitable for corn; but they might be influenced partly from prejudice and the extra trouble of cultivating hemp and flax, although attended with more profit than the production of grain. They do not consider, however, that their people might be employed in preparing hemp and flax, when they could not employ their time in other occupations.

As interest generally leads men to pursue what is most beneficial, so the boors of Russia, where the soil and climate allow it, prefer the culture of hemp and flax to corn, not only as most profitable, but as best suiting their habits and time; it is sown, raised, pulled, put in the water and ready for heckling in a short time, with the advantage of a certain ready money market, when prepared. This is not the case always with grain, which is more precarious in every point. When the Russian has done every thing the season allows him in the out-door business, when he cannot turn himself to any purposes of agriculture

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he can heckle his hemp and flax, and prepare it for market in its raw state, or manufacture it.

Notwithstanding such an immense quantity of hemp and flax is exported, as well as consumed at home, neither of those articles are grown in any great quantities by any individual in general; every boor grows a patch of hemp and flax, and what he does not require for his own domestic purposes, he sells to those people going round to collect it, or bringing it to dealers in the villages, who traffic in the articles of necessity he requires.

To form a data by which we can estimate the national advantage to be derived by growing our own hemp and flax, we shall first state the quantity of both those articles, and yarn produced from flax, imported into Great Britain, distinguishing England from Scotland.

Great Britain.

	Hemp imported into England.						*Hemp imported into Scotland.*				
	Poland and Prussia.	Germany.	Holland.	Russia.	Other Countries.	England. Total.	Poland and Prussia.	Russia.	Other Countries.	Scotland Total.	Total imported into Great Britain
Years.	Cwt.	Cwt.	Cwt.	Cwt.	Cwt.	Cwt.	Cwt.	Cwt.	Cwt.	Cwt.	Cwt.
1786	6816	...	...	254483	3375	264629	35	26818	...	26853	291482
1787	2266	1966	...	340138	5204	349755	344	29665	37	30046	379801
1788	2704	3195	88	513960	14853	534802	418	28602	248	29268	564070
1789	2402	94	...	438853	5657	447008	125	24950	89	25255	472263
1790	1575	417	197	541392	6853	550436	58	40802	983	41869	592305
1791	815	7116	705	287354	34093	330083	1863	46837	14	48728	378811
1792	903	6327	...	555646	6607	569485	1536	43327	12	44877	567188
1793	338	8006	81	507990	5893	522311	1282	30235	...	31520	553831
1794	349	200	2290	523880	12443	539163	14	43578	...	43592	582755
1795	...	37	30	529500	14756	544325	...	30297	...	30297	574622
1796	24	1741	...	566562	11580	579907	...	38578	...	38578	618485
1797	227	10423	...	452289	3401	466341	...	21360	474	21835	488176
1798	185	2465	...	587424	762	590838	65	56006	923	56994	647832
1799	6116	1461	142	664623	2628	674791	101	77349	146	77596	752387
1800	...	...	...	...	...	553971	...	...	...	42029	596000
1801	...	...	...	...	...	702393	...	...	...	38607	741000
1802	...	...	...	...	...	416450	...	...	...	71550	488000
1803	...	...	...	...	...	632997	...	...	...	94003	727000

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GREAT BRITAIN.

Flax imported into England.

Years.	Poland and Prussia.	Germany.	Holland.	Russia.	Other Countries.	England. Total.
	Cwt.	Cwt.	Cwt.	Cwt.	Cwt.	Cwt.
1786	9823	. . .	9372	137695	1442	158333
1787	26280	262	7987	127326	3078	164935
1788	5550	11	8954	133997	1266	149780
1789	8429	534	7384	67141	188	80079
4790	45437	. . .	18392	110153	1071	145055
1791	16019	113	11813	142801	1346	172096
1792	8067	9	11824	116894	1002	137798
1793	4044	50	21421	139654	230	165381
1794	5271	26	33487	148119	4021	190925
1795	1882	6650	3085	98171	12922	122912
1796	17159	15916	5911	114214	12233	165435
1797	6085	2207	11800	94149	8441	122684
1798	10571	14028	26202	168082	2831	221716
1799	26191	10680	10440	178620	1580	227513
1800	. . .	. . .	. . .	. . .	. . .	256560
1801	. . .	. . .	. . .	. . .	. . .	162480
1802	. . .	. . .	. . .	. . .	. . .	184580
1803	. . .	. . .	. . .	. . .	. . .	175020

Flax imported into Scotland.

Years.	Poland and Prussia.	Germany.	Holland.	Russia.	Other Countries.	Scotland. Total.	Into Great Britain.
	Cwt.	Cwt.	Cwt.	Cwt.	Cwt.	Cwt.	Cwt.
1786	1534	62	23525	54508	6	85636	244469
1787	3170	. . .	25321	76153	111	104737	269672
1788	4214	. . .	30843	77084	47	112190	261970
1789	422	. . .	19796	39144	51	59145	139224
1790	314	15	40807	71000	80	112166	257221
1791	1654	576	36715	96397	661	136004	308700
1792	1972	1	38064	65485	2	105525	243323
1793	1155	1	35584	69077	49	105867	271248
1794	82	. . .	39612	117705	41	157441	348366
1795	1545	15607	170	84896	272	102940	225852
1796	48	5393	32788	114002	3571	155803	321238
1797	1710	289	27652	57227	118	86997	209681
1798	3291	9499	30795	122960	1724	168271	389987
1799	1827	15697	7686	165378	633	191223	418736
1800	. . .	. . .	. . .	. . .	. . .	153440	410000
1801	. . .	. . .	. . .	. . .	. . .	108520	271000
1802	. . .	. . .	. . .	. . .	. . .	92420	277000
1803	. . .	. . .	. . .	. . .	. . .	118980	294000

Linen Yarn imported into Great Britain, distinguishing all Places from whence imported into England, and the gross Quantity into Scotland.

Years.	Poland.	Prussia.	Germany.	Ireland.	Isle of Man.	Other Countries.	Total into England.	Total into Scotland from all Places.
	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.
1786	——	3806229	2039566	3353893	19534	24200	9245422	437383
1787	——	4158695	1850385	2774822	34119	31040	8849061	562311
1788	——	3653084	1639029	2923884	44283	436666	8696946	739177
1789	40000	3176366	1748237	3658769	30973	18525	8682870	735950
1790	——	3971152	2221640	2723987	22331	4765	8943865	1382878
1791	——	3685448	2486124	2214593	19202	1266	8406633	1852415
1792	698	4316963	2149521	1744067	16586	844	8228479	1295581
1793	716	3659190	2456767	2028916	13548	1320	8160152	1001483
1794	——	3455712	2242411	724175	7568	2478	6431339	1205569
1795	21948	3510301	2203885	1980632	17132	——	7735898	942179
1796	——	2972921	2391847	1199958	20122	——	6584848	1329597
1797	——	2863628	1745744	1573812	15600	1801	6200785	1086030
1798	——	3972059	2626267	1522610	14594	109418	8214948	984165
1799	——	4257982	3354786	1215619	24289	1095	8853771	1698643
1800	——	——	——	——	——	——	——	4039765
1801	——	——	——	——	——	——	——	1554265
1802	——	——	——	——	——	——	——	1296060
1803	——	——	——	——	——	——	——	1177476

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It will be seen that, some years, we have imported upwards of 20000 tons of flax, nearly 38000 tons of hemp, and 4000 tons of raw linen yarn, spun from flax, and about that weight in manufactured linens; of linseed we must go by the value.

As we have stated the quantity, we shall take the aggregate value of the hemp and flax, and their produce, imported in the raw state, according to the official value, for the following years,

	1797	1798	1799	1800	1801	1802	1803
	£	£	£	£	£	£	£
Hemp	414794	550658	639685	506956	636267	406066	613494
Flax	401371	766196	828401	804938	530328	529973	575123
Yarn	359541	440679	525367	505978	423214	417829	375398
Linseed	88452	102413	105170	131697	84191	132752	116877
	1264158	1809946	2098623	1949569	1674000	1486620	1680892
Of which only exported Hemp	6940	26302	9065	8032	6094	45919	6898
£	1257218	1783644	2089558	1941537	1667906	1440701	1673994

Such is the official value which the nation pays for all these articles, and this rate, we have before observed, was fixed at a very early period; compared with the present, some articles are doubled, some trebled, and, in some instances, quadrupled.

To the quantity of the raw articles thus imported, we shall add likewise that which came in a manufactured state, which cannot come in any where with so much propriety as here. The foreign linens consumed in Great Britain alone, may be about 4000 tons in weight on the average, but being estimated in the value of linens, it is not here added; but the cordage made of hemp, imported into Great Britain, was, in the following years,

Year.	England.	Scotland.	total. cwt.
1789 . .	cwt. 1183	349	1532
1790	2184	444	2628
1791	2568	673	3241
1792	2078	487	2565
1793	3002	449	3451
1794	2654	319	2973
1795	5778	235	6013
1796	18247	797	19044
1797	6144	446	6590
1798	6671	1499	8170
1799	6623	1147	7770
1800			

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The actual sums, upon the average of the last five years, which this country has paid for hemp and flax, and their produce, will be more clearly seen in the concluding chapter, where the estimated national advantages of raising these raw materials amongst ourselves are shewn.

If this should not be attempted in England, it can easily be effected in Ireland, the soil, climate, and situation of that kingdom are peculiarly adapted for such an object; Ireland already raises all the flax she consumes in her manufactures, and having already got into the habit of raising and dressing flax, that of hemp would be the more easily introduced.

The production of flax has kept pace with the increased state of her linen manufacture. The importation of flaxseed, flax, and hemp, was, on the average of seven years,

From 1764 to 1770,	Flaxseed . .	31809 hogsheads.
	Flax	15608 cwt.
	Hemp . . .	16243 do.
From 1771 to 1777,	Flaxseed . .	33050 hogsheads
	Flax	9322 cwt.
	Hemp . . .	14590 do.
Ireland imported in the year 1801,	Flax seed .	53855 hogsheads.
	Flax . . .	5661 cwt.
	Hemp . .	8269 do.
	Hempseed . .	227 hogsheads

The importation, both of hemp and flax into Ireland, has considerably declined, which is an evident proof of some progress being made in the production of those articles; as the people have partially got into the habit of raising them already. From the suitableness of the soil and climate, this will ultimately occupy and employ the poor, who are in the most wretched and deplorable state, for want of means to employ their industry. The country at present is neglected, and requires some vigilant measures to bring its great resources into activity.

The linen manufacture in Ireland is like the cloth manufacture in the West Riding of the county of York, and the county of Gloucester;

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rather local; when the producing of hemp and flax might be general throughout the kingdom: that it is not so in Ireland, even, is notorious. The importation of flaxseed was only into the following ports of Ireland:

	In 1803
Belfast	6172
Coleraine	——
*Cork	5017
Donaghadee	30
Dublin	6850
Dundalk	128
Galway	2415
Limerick	1344
Londonderry	13047
Newport	466
Newry	12713
Sligo	1796
Strangford	288
Waterford	1.
	50264

If, then, within the manufacturing district of so small a compass we reckon that the above quantity of seed is sown annually in Ireland; and, in addition, perhaps some of the best seed which may have been saved the year previous from their own growth, we may calculate upon the whole from 60,000 to 70,000 hogsheads of flaxseed are sown. The hogshead contains more than three bushels, which is sown on an acre; reckoning, therefore, only 60,000 acres of land sown with flax, (which, most probably, is under the fact,) and the produce from 6 to 7 and 8 cwt. per acre; as the domestic consumption is considerable, besides what is used in the manufacture for exportation, it is an evident proof what may be done in that kingdom.

If, therefore, Ireland confines herself to so small a compass as 60,000 acres, just in her manufacturing neighbourhood, let us compare the extent of that kingdom, to see what advantages it may be productive of to herself, and in a national point of view, by making it general.

The province of Ulster has	2,836,837 acres.
Leinster	2,642,958
Munster	3,289,932
Connaught	2,272,915
	11,042,642

It must be remarked that the above measure is Irish acres, which make about 18,000,000 of English statute acres; and it may not be improper to observe here, that a general error arises in those who know

* It is only very lately that Cork imported any seed.

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not the difference betwixt the English and Irish measure, as well as the respective rate of money, in judging of the price or rental of land. Betwixt the two countries, the difference of the measure and the rate of money is, that 40*s.* per acre in Ireland will be equal to about 23*s.* per acre in England: so that we find the rent of land considerably lower in Ireland than in England, and in England it is much less than in Scotland. The tythes and poor's rates of England chiefly make the difference.

What must tend to forward the object materially of sowing hemp and flax in Ireland, is, that there are no rights of commonage as in England, there are bogs, which only want draining, and waste lands of very considerable extent, dispersed throughout the kingdom, capable of the highest cultivation and most profitable husbandry, adapted for grain, hemp, and flax.

Comparing Ireland to England, acre for acre, in natural fertility, perhaps Ireland has the advantage. It is the capital and higher state of cultivation in England which gives her the decided superiority. There is not in all Ireland, where it can be cultivated, such wastes as are to be seen in England.—Look at the northern parts of Yorkshire, and the line from Westmoreland, then Lancashire, down into Derbyshire, an extent of near a hundred miles.

Hemp requires a different soil from flax; in Ireland it is found peculiarly to suit both: this is stated from observation, as well as from the high authority of Mr. Arthur Young, who has given such comprehensive details of the soil of that kingdom. This gentleman gives the most flattering testimonies of the ease with which bogs might be drained; and, wherever any proprietors have partially done so, that it has most amply repaid them. No meadows are found equal to those gained by improving a bog, which, when properly drained and cultivated, the natural vegetation is rich and productive, and of such a particular quality, that even sheep have never been found to rot upon them; but, on the contrary, considerably improved: and, in travelling through Ireland, where the road is made through a bog or swamp, grass and clover may be observed to grow in abundance at the sides of the road, there is a fine, rich, friable soil, when drained, similar to the soil of

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the Ukraine, where the finest hemp from Russia and Poland is produced. No island is better watered, has finer rivers, nor could have such easy navigable communication, both externally and internally, as Ireland; advantages united together of the highest importance, both for its exterior trade and fisheries, as well as the internal improvement. The grand canal runs from Dublin to the Shannon, through the bog of Allen, (one of the greatest in Ireland,) estimated to contain 300,000 acres; and there are many others of less extent scattered over the kingdom; some of which might be drained at a small expense; but, if the proprietors have not capital sufficient to carry on such extensive improvements, it would be wisdom in government to facilitate the object by advancing the necessary sums, upon mortgage of the lands, in the shape of exchequer bills; the interest to be paid regularly every half year to government, or chargeable upon the estate; the whole to be repaid by the proprietors, or redeemed in a certain time, either by the currency of the country, or by payment in produce itself, in a certain quantity annually, of hemp and flax, at fixed rates, for the discharge of interest and capital. By this means the grand national object would soon be accomplished without expense to the public; nothing would contribute so essentially to the prosperity of the country and of the individual: it would, first, by reclaiming those bogs, and cultivating the waste land, encourage the growth of hemp and flax, and employ all the wretched poor and industrious of the kingdom, keeping those at home who otherwise emigrate for want of employment; such measures would surely be the means of creating riches and happiness in Ireland.

For want of some such encouragement, Ireland is unable to employ its population: the loss to the state, by emigration, and the neglect by not bringing into active effect those dormant resources, is really incalculable; for near sixty years past, an emigration from Ireland has existed of the most athletic and useful hands, and so systematically carried on, without any measures of restraint, that what is called a passenger trade, has been like a branch of commerce, for carrying them direct to America. By accounts from thence, from 1803, to July 1804, no less than 27000 Irish had emigrated; what then must have been the emigration altogether from Ireland?

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This is indeed a national loss of the greatest importance, when men are so much wanted, and a description of men who would not, certainly, leave their native soil, if they could get employment; but they have no means of exercising their industry, nor have they poor's rates to keep them from starvation, as in England. Give the lower class of Irish but the means of labour, and let them once taste the sweets of their own industry, we shall in time see them follow the laudable example of those in Scotland.

From many reasons, of the soundest and wisest policy, (besides even humanity for which we are so celebrated,) we should prevent emigration, and give employment to the poor, particularly when putting into effect a plan of this kind is attended with such immense national advantages. Wherever there is labour in Ireland, the people will flock to it, there are no parish officers as there are in England to check a man in search of labour (if he cannot get it in his own district,) least he should leave a wife and children chargeable to the parish. In Ireland, where they can find labour, a poor man in a day or two constructs a hut for his wife and children in the neighbourhood of the place where he can be employed; as it declines in one place, he removes to another where he can find it; his food is simple, and if he can labour and purchase milk and potatoes, the family repast is complete. If therefore they are deprived of employ, and cannot have parochial relief, the only alternative is starvation or emigration. In the course of twelve months, in which the author travelled in Russia, Poland, Germany, Holland, Flanders, and France, he resolved to visit (as he did within that period) Ireland, never having been in that kingdom, when, to his surprize, he found greater distress amongst the lower class than had any where been seen, and this in the midst of greater resources than almost any of those other countries enjoy.

As we have pointed out the national advantages to be derived by the soil and climate, in creating a spirit of improvement in Ireland, by ameliorating the state of the poor, we will return to those means which may be adopted to bring into national effect their productive industry, in raising hemp and flax.

The low lands might be made to produce the quantity of hemp we consume, therefore those and other swamps and low lands might be

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selected of most suitable soils, that could the soonest be rendered productive with the least expense, which are numerous throughout the kingdom.

The quality of flax varies according to the nature, and higher or less cultivated state of the soil; that that of Ireland is suitable admits of no doubt; there must be a great variety. Mr. A. Young observes, that "the tracts of desert mountains are very considerable; upon "these are to be practised the most profitable husbandry in the King's "dominions; for so I am persuaded the improvement of mountain land "to be. By that expression is not to be understood only very high "lands, all wastes in Ireland, that are not bogs, they call mountain; so "that you hear of land under that denomination, where even a hillock "is not to be seen. The longest tracts however are adjoining to real "mountains, especially where they slope to a large extent gradually "to the south."

Here then are sufficient means to raise all the flax necessary in Great Britain; 80,000 acres would raise as much as we import: and when we can raise what we want, either for manufactures or consumption, we need not to propose to become exporters of the raw material of our own growth.

Bounties are perhaps the only means for inducing individuals to raise such crops on lands already occupied; but new lands, granted for cultivation, may have a clause in the title, compelling the proprietors to raise hemp and flax on certain proportions; nor could this be burthensome, as one-fiftieth portion of good land now laying idle would do the business; and a condition, that only attached to one-fiftieth at a time, could never be felt upon the whole. If a proper board was established of liberal, upright, active, and experienced men, the business would be effected very speedily. This country has always displayed an uncommon backwardness, in availing herself of such useful establishments; even our staple manufactory of woollen arose from a single loom, and was in a manner at first forced upon us. Queen Catharine, in 1509, could not have a salad without sending to the Netherlands for a gardener to raise it; and no country now furnishes garden stuff in greater perfection or plenty, why not then hemp and flax?

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There is a farther consideration to be added to the others, relating to the encouragement which ought to be given to Ireland, and which is of no small importance to us, as a maritime nation, that, by growing the hemp and flax in Ireland, we do not diminish the employment of our shipping, the same quantity of tonnage will be required to be employed, as has hitherto been in importing those articles from other quarters, and it may be looked upon as a valuable nursery for seamen; besides, our merchants will have the same means of employing their capital with greater security to themselves, and to the national advantage; it will be keeping that balance at home we are sending abroad, and which Ireland would embrace: it would give a new and pleasant aspect to the face of that country, and it would be adding great resources to the strength and security of the empire, not so much in the value as in the importance of the articles. In the first place, in respect to the grand sinews of our navy, we should be independent of all other nations; and, in the next, that we might reckon the advantages to be derived by the raw state of the articles. Ireland, so late as the year 1759, had a surplus in her treasury of 65774*l.* it may be well for that kingdom that our bounties did not operate in America, at an early period, from what has happened betwixt America and Great Britain; it shews that our true policy is to have our resources as much under our wings as possible.

In the event of government resolving to raise hemp and flax amongst ourselves, certain fixed rules should be made by act of Parliament at the first: being partly a new branch the most approved methods and maxims should be adopted. The habit once fixed amongst the people, it will continue and improve; good cordage, and good cloth depend upon the quality and the management of the hemp and flax;* for, in viewing the quality of flax from the different countries, we may discover the state of the soil on which it grows, and the management of it after. The flax in Flanders, the finest in the world, for making cambrics and laces, is not only managed in a certain manner, but the soil is prepared in a particular way, they consequently produce the finest

* Mr. Wissett, clerk to the committee of warehouses of the East India Company, has published very useful details relative to the culture of hemp and flax, from which much useful information may be gained.

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flax; the Dutch come next; that from Russia is the coarsest, which arises from indifference to those maxims which the others observe.

The bounty given some years ago, by government, on hemp and flax, produced no visible effect in increasing the growth. The manner in which those bounties were directed to be claimed rendered them as ineffectual as those for encouraging our home fisheries. The bounty on hemp and flax was only claimable in its marketable state, and then not until actually sold; it followed of course that, when the grower had the misfortune of a failing crop, and needed collateral aid the most, he derived little or none from the bounty; and when he had a good crop, and needed no such assistance, he received it; and at all times it came too late. This, and authenticating the claims, and the difficulty of obtaining the bounty, owing to the many forms required, gave many of the growers so much disgust, that numbers never claimed the bounty at all. Whatever field or ground is sown with hemp or flax should be certified by the minister and church-wardens, or elders of the parish, when the occupier should be paid the bounty; for it is enough that he sustains the loss of his seed and his labour, if the crop should chance to fail.

It is not to Ireland, but to the country at large, that the great benefit will arise; in referring to the chapter treating of the Poor, still farther advantages are to be derived.

Before the advantages to the empire are summed up, (if we produce all the hemp and flax we consume,) we must notice one article, the seed of the hemp; it is an article of exportation in Russia, in its natural state; when extracted into oil the latter amounts to near 200000*l.* per annum. In the year 1803, the quantity exported from thence was near 8500 tons. This oil is pressed by the boors in the most simple manner, in small hand mills, and sent to market. They generally reckon 180lb. of seed to produce 36lb. of clear oil, which is nearly five English gallons; and, in this country, it is generally reckoned that an acre of hemp will produce betwixt two and three quarters.

When we come to calculate the small quantity of land, which will give so great a benefit as to produce the quantity of hemp and

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flax we import, it is quite astonishing that this has not been put into effect; for, reckoning the quantity each acre will produce, on the most moderate calculation, which is five hundred weight per acre, then 112 acres of land would produce 28000 tons of flax, and 160000 acres would produce 40000 tons of hemp,—being together 272000 acres; and if the three kingdoms contain about 74000000 acres, and if the acts of Henry and Elizabeth were put in force, or rather extended, that is, two roods for every 60 acres of arable and pasture land, and allowing only half the quantity of land in the three kingdoms to be susceptible of such cultivation, it would make about 300,000 acres, which, in the change of crops, would be nothing to the aggregate quantity of land to raise flax or hemp, which are reckoned the best preparatives for a good crop of wheat.

We shall now consider the benefit which the nation would derive from such a plan being carried into execution; let us suppose the greatest quantity of hemp, flax, and linseed, that we have imported, that if they had been grown here, what they would have produced according to the average first cost paid, the last five years, for them, to which must be added the customs, freight, and insurance paid amongst ourselves. The hempseed would become a new source, the national advantage will then be thus, by producing, instead of importing:

Raw flax for spinning and manufacturing . . .	20000 tons at	£ 65	£ 1300000
——— spinning into yarn, for which no labour is reckoned	4000 — at	65	260000
——— in the weight of linens imported (as if the raw material was reckoned) .	4000 — at	65	260000
Hemp rough, including cordage and other manufactures	400000 — at	40	1600000
Linseed	336000 quar. at	40s.	672000
Hempseed*	400000 — at	20s.	400000
			£ 4492000

A small part of this sum, annually appropriated to bring the waste lands into cultivation, would not only produce us grain to supply ourselves, but hemp and flax; and, by making a continued change in the crops, 300,000 acres annually appropriated for raising the two last

* The duty for importing hempseed from America, in a British ship, is about 7*d.* per quarter, and from any other place, 13*s.* 7*d.*!!

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articles, out of the 22,000,000 to be cultivated in England only, if we did not encourage the growth in Ireland, would answer every purpose.

In the growth of hemp and flax we produce two of the most useful materials, either for the usual comforts of life or for defence; and the best, we may almost say the only, materials on which the poor, the feeble, and those who are now a burthen on the public, can be employed. A material, also, serving to occupy, profitably and well, many persons who would otherwise be idle, though they are not indigent, for one of the wisest of kings, in the earliest ages, celebrates "the industrious matron, who assorteth her household, whose husband is seated, clothed in linen, amongst honourable men, and who giveth out the cloth, the work of her hands, to the merchant." It is a material raised within ourselves, and therefore not liable to be taken from us by the vicissitudes to which nations, as well as individuals, are liable.

CHAP. IX.

Of the British Linen Manufacture.—Of the Quantity exported from Ireland.—Exposed for Sale in Scotland.—Foreign imported.—Of the Cotton Manufacture.

THE linen manufacture was one of the first in ancient times; it is mentioned very early in the Holy Writ, when purple and fine linen was reckoned the highest personal ornament; and the greatest characters in those ages both wove and spun. Hercules made love to a spinster and assisted in her labours, and Penelope's web is known to every one.

It is certain that the linen manufacture came first from Egypt into Phœnicia, and then into Greece and Italy. The woollen may be reckoned chiefly as one to guard the body against the inclemency of the weather: linen has always been reckoned rather a luxury; and, as society has become more civilized and refined, linen has come more

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into general use, not contributing more to the comfort of the body than to cleanliness and health.

In early ages its benefits were known, particularly in warm climates, and a great value set upon fine linen. The celebrated Roman lady, Lullia Paulina, when she was dressed out in jewels, exceeding the value of £322,000, gave three thousand pounds sterling for a single piece of fine linen.

Even at the end of the 11th century, it is mentioned by Helmoldus, that at the small island of Rugen, in the Baltic, linen cloth was used at that time in exchange for every thing, instead of money. He says, "If they got by chance any gold or silver by their piracies, or in war, "they either bestowed it in ornaments for their wives, or laid it up in "the treasury of their idol god." The times are, however, somewhat altered, with respect to the use of linen, but gold and silver have now become the idols.

From Italy, the linen manufacture went to France, from thence to Flanders, where it made a stand; afterwards to Holland; from Flanders we received it, as well as the Germans; and it has spread at a very late period from thence to the east and northern parts of Europe. In encouraging the woollen manufacture, at an early period, some attention was paid to that of linen. King Henry III. in the 37th year of his reign, ordered the sheriffs of Wilts and Sussex to buy, for his wardrobe, at Westminster, one thousand ells of fine linen, made in each of their respective counties.

When Cardinal Wolsey's goods were seized by Henry VIII. amongst other articles were found one thousand pieces of fine Holland linen; a proof that the manufacture was not carried to much perfection in this country; and, by the enormous provision of it, that it was not readily to be had; for, in the inventory, we do not find woollen cloth, that being a manufacture established here long before; and probably that could be purchased when wanted. One of the reasons, however, that linen makes a smaller figure, as an article of commerce, is, that most of it is home made; that is, if not manufactured in the family, at least in the country.—Garden stuffs cost more than tea and sugar; but there is a great difference between the importance of a refiner of

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sugar and a man who raises cucumbers and cabbages. The same reason makes cotton spinners rise superior to the simple country girl who spins flax at the cottage door.

The reign of James I. was the first period for encouraging the linen manufacture by authority; from that time it was left to itself, till 1696, when an act passed which may be said to have been the foundation act for encouraging the manufacture of linens in Ireland. Hemp and flax the growth, and sail-cloth the manufacture, of that kingdom, were all imported into England, duty free; and so far had the manufacturing of sail-cloth increased by this time, that the English manufacture was allowed to be exported duty free. The linen manufacture in Ireland was farther promoted by the French protestant refugees, and a sort of a compact made in 1698, when the English parliament addressed his majesty to discourage the woollen manufacture in Ireland, and to encourage that of the linen. An act, passed in 1704, by which Irish linens were allowed to be exported from any port in Ireland directly to the British plantations.

Sir William Temple, a strenuous advocate at an early period for promoting the Irish linen manufacture, foretold the great improvement in 1681; and, with some gallantry, made the following observations: "No "women are apter to spin linen thread well than the Irish, who, la- "bouring little in any kind with their hands, have their fingers more "supple and soft than other women of the poor condition amongst us. "And this may certainly be advanced and improved into a great ma- "nufacture of linen, so as to beat down the trade both of France and "Holland, and draw much of the money which goes from England "to those parts upon this occasion into the hands of his majesty's "subjects of Ireland, without crossing any interest of trade in Eng- "land; for, beside what has been said of flax and spinning, in Ireland "its climate is proper for whitening, both by the frequent brooks, "and also of winds in that country."

The encouragement given in England to the Irish linen manufacture was most properly seconded by the Irish parliament; and, to promote the linen manufacture, from its first enconragement, in 1696 to 1750,

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it is calculated that no less than half a million sterling was expended, which produced an immense increase in the manufacture. About the year 1691, it was supposed that Ireland did not export in yarn and linens to the amount of six thousand pounds altogether; but the manufacture rapidly increased, as will appear when we compare the value of linen and yarn exported from Ireland ten years after; viz.

	Yarn.	Linen.	Total.
In 1701	£ 39000	£ 14000	£ 53000
1711	44000	78000	122000
1721	88000	126000	214000
1731	84000	220000	304000
1741	129000	480000	509000
1751	142000	751000	893000

Moderate as this quantity appears at the present day, it was found sufficient to create alarm among all the foreign linen manufacturing countries at that time.

The progressive increase of the linen manufacture exported, together with yarn, will be seen by the following average, taken from the official value; the cloth being reckoned at 1*s.* 3*d.* per yard, and the yarn at 1*s.* per lb.

		Linen Cloth.		Yarn.	
		No. of Yards.	Value.	Weight.	Value.
Average, 7 yards.	1750 to 1756 . . .	11796361	£745057	Cwt. 24328	£145972
	1757 to 1763 . . .	14511973	967445	33114	198690
	1764 to 1770 . . .	17776862	1184171	32311	193861
	1771 to 1777 . . .	20252239	1390919	31475	188810
	In 1778 . . .	21945729	———	28108	———
	1779 . . .	18830042	———	35673	———

In 1780, in consequence of the very able report of the then Board of Trade, drawn up, and laid before the right honourable the lords of the committee of council, appointed to consider the Irish bills, many judicious acts of parliament were made, to grant bounties, regulate and encourage every object tending to increase the linen manufacture of Ireland, which has been supported and protected by the Right Honourable J. Foster, who may justly be termed the guardian of the linen manufacture of Ireland. Under his auspices we find the very high pitch to which it is arrived, as the following statement of the exports from that country will prove.

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Linen exported from Ireland from 1786, *each Year, to the one ending 5th January* 1805.

Years.	Number of Yards.	Years.	Number of Yards.
Ending 25th March 1786	28168666	Ending 25th March 1794	43257764
1787	30728728	1795	42780804
1788	35487691	1796	46705319
1789	29344633	1797	36559746
1790	37322125	1798	33497171
1791	39718706	1799	38466289
1792	45581669	1800	35676908
1793	43312057		

The increase of the linen export trade from Ireland to other quarters, will be seen by stating first what she exported in the year ending 25th March, 1781, which was to the

East Country	29612 Yards.	America	288973 Yards.
Holland	67826	West Indies	142099
Spain and Portugal	108215		

And next, to shew, in a still stronger point of view, the increase of the Irish linen trade, not for home consumption, but the exportation to foreign markets, and that we are getting into them, the following statement is given:

	1801 The Year ending 5th January.	1802 The Year ending 5th January.	1803 The year ending 5th January.	1804 The Year ending 5th January.
	Yards.	Yards.	Yards.	Yards.
Quantity exported to Great Britain	38270671	34622829	33246943	35079936
Quantity exported to British Colonies in America and the West Indies	829206	671140	883956	486020
Quantity exported to United States of America	1290405	2518252	1083623	1870028
Quantity exported to All other parts	165568	97709	395488	115870
Total quantity of linen exported	40555850	37909930	35612010	37569854
Quantity exported on which bounty was paid	1282869	2231398	1418237	2058203
	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Total rated value of linen exported	2707042 13 6	2528519 2 2	375441 6 6	2503802 13 6
Value of linen on which bounty was paid	86431 5 4	148764 18 10	95152 7 0	138986 7 10

In the year ending the 5th of January, 1805, the exportation of linens from Ireland, to all parts, was 42,988,621 yards.

Scotland has not the advantage of soil, climate, nor the population of Ireland, but certainly excels it in industry and application, a

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stronger proof cannot be adduced, than that whilst Ireland was receiving extensive pecuniary aid to promote her linen manufacture, that of Scotland had got to so low an ebb, that the annual convention held at Edinburg, in July 1725, took it into their serious consideration, and, in the following year, several schemes and proposals for encouraging their fisheries and manufactures, were resolved upon, one of which was to petition his Majesty. The King, in return, was pleased to cause the Lord Advocate to lay before the Convention, in July, 1726, his Majesty's direction, stating the interest which his Majesty took in their solicitude to promote the general interests of the country.* A Board of Trustees, in 1727, was established for promoting the linen manufacture and extending the fisheries of Scotland according to an act of parliament. The very small pecuniary aid allowed was amply compensated by the laudable economy and judicious management of that Board, which produced the most happy and beneficial effects in a very short period; insomuch, that we find linen stamped for sale in Scotland, the first year being, from the 1st November, 1727, to the 1st November

	Yards.	Value.
1728	2183978	£ 103312 9 3
1729	3025155	114383 19 8
1730	5755622	131262 15 11

A sum of only 1500*l.* per annum was distributed in bounties for raising flax. 2000 acres were sown in 1733, which had an effect of encouraging the linen manufacture; so that, after 1734, the average quantity of 10 years, manufactured for sale, was near 4,800,000 yards. In 1747, it began to wear a new aspect, so that it gradually increased, in consequence of the patriotic attention of individuals, and the board, which is a proof what individual exertion and united endeavours can do in a country. Betwixt the years 1757 and 1772, 22560*l.* or 14100*l.* per annum was paid by the Irish Parliament to encourage the linen manufactures of Ireland, whilst that of Scotland had but

* The convention agreed upon an answer to this gracious communication, in which they expressed their joy to his majesty in the language of those times, "for his tender concern for the welfare of Scotland, which filled the hearts of the most knowing people with gratitude and loyalty."

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very limited means: never, in any one year, exceeding 3000*l.* for that object and promoting the fisheries.

The establishment of the British Linen Company, with a sufficient capital, was a salutary measure, because the needy manufacturer always found a market, which enabled him to keep his industry continually in activity; so that this linen manufacture gradually extended upon the whole, (with a little variation in some years) till it has arrived to the extent we now find it. The quantity exported from Ireland is stated each year since 1785. The following particulars each year for the same period, for Scotland, shews the quantity manufactured and exported for sale, which was, in

Years.	Number of Yards.	Value.	Years.	Number of Yards.	Value.
1785	17275075	£335082	1795	21374196	£827004
1786	17505375	329446	1796	23102404	906202
1787	19425031	343921	1797	19475241	735084
1788	20506311	354871	1798	21997059	850403
1789	20000195	779940	1799	24506007	1116022
1790	18328257	729749	1800	24235633	1047598
1791	18739725	755546	1801	25271870	1018644
1792	21065386	842544	1802	23803255	915104
1793	20676620	757332	1803	15890878	687092
1794	20585683	797417	1804	——*	——

The linen manufactures of Scotland are more particularly adapted for the West India market, and the falling off the last two years may partly be assigned to the precarious state of the trade in that quarter, and other causes which I shall shortly mention. The Irish manufacture has increased, being rather a finer quality than the Scotch linen. With these limited means of encouragement, and the many disadvantages Scotland labours under, not producing the raw material (as in Ireland,) upon her own soil, she becomes dependent upon a foreign supply, at all times precarious and often high in price. Under these circumstances it is astonishing that it has risen to such an extent; nor can it be expected that Scotland can, from the nature of the soil, and the moderate extent of cultivation, raise the raw material in sufficient quantities for her consumption, it must either be raised in England or Ireland, or imported from abroad. The quantity

* The exact account not received, but it is estimated that the number of yards, and the value, will be nearly about the same as the previous year.

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of the raw material imported into Scotland, will be seen in the preceding chapter.

When we have treated of the linen manufactures of Ireland and Scotland separately, it will be expected likewise that we should do so of England; but, in this branch, in the midst of her woollen and other various manufactures, but particularly cotton, that of linen has been almost neglected: instead of confining ourselves in our consumption to the linen manufactures of Ireland and Scotland, vast quantities from Russia, Prussia, and Germany, have been imported into Great Britain, or rather to England exclusively.

The case seems to be, that in a wealthy country, where the value of money is low, as in England, it is not possible to enter into competition with labourers, who can live in cheap places, and do as much work as those who live in dear ones. Spinning and knitting stockings by hand, and other things that may be done at the foot of a mountain in Scotland or Wales, cannot be done in the same manner, and for the same price in London. It is not even thought an object of economy to employ spare time in such sort of labour.

Notwithstanding the heavy duties laid on the importation of foreign linens, which certainly operate as a sufficient bounty, besides the one which is granted on exportation; still we make no progress in this branch of manufacture in Great Britain; on the contrary it is upon the decline, if we are to judge by the official value of British manufactured linens exported in the following years, which were in

1797 . . .	£ 756738	1801 . . .	£ 1009194
1798 . . .	1102507	1802 . . .	895156
1799 . . .	1115305	1803 . . .	561310
1800 . . .	807572		

To judge more distinctly of its state the last three years, the following is an account of the quantity of British and Irish linens exported from Great Britain; distinguishing the linens manufactured in Great Britain and Ireland respectively, from the union to the 5th of January 1804; and distinguishing each year.

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Exported from Great Britain.	1801	1802	1803
BRITISH LINEN - - - -	42245 pieces 18347705 yards	39438 pieces 16495045 yards	33500 pieces 9993354 yards
IRISH LINEN - - - - -	5516523 ditto	4503122 ditto	3117884 ditto

It may be said, that the great falling off in the exportation of 1803, was owing to the equipping of our army, navy, and volunteers: it may partly be so, but nevertheless the linen manufacture is upon the decline in great Britain; the principal cause may be attributed to the unprecedented rapid advance of the cotton manufacture; in which the capital, labour, and attention of the manufacturers are employed, encouraged by the fashion of the times; still, if we pursue that, we ought not to neglect, but cultivate the linen manufacture at the same time; it is a branch of which we cannot be deprived, whilst that of cotton we may. It requires consideration, if the present advantage in the manufacturing of cotton will in the end compensate for the loss we may sustain by neglecting the linen manufacture, but we should secure both: the raw material of one we can raise within ourselves, but not the other.

Besides this, in a rich country, where capital abounds, business that can be carried on with little capital seldom thrives; wealthy people will not so generally vest capital in a business like the linen; where they come in competition with poorer manufacturers, with single looms of weavers working in their own houses. If linen required dressing, dying, &c. like wool, or machinery like cotton, poor men could not do it, and then wealthy men would more generally enter into that trade.

Whilst we are upon the subject of cotton, to shew still stronger how it has supplanted the linen manufacture, we will enter into a few observations.

No manufacture ever had so rapid a rise, or attained so great a height in so short a time as that of cotton: so late as the year 1783, the whole manufacture in England was then estimated at only £960000

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sterling; a few years ago the quantity manufactured was estimated at thirteen millions of pounds weight, last year, no less than fifty-six million pounds. Within the last eight years, its increase has been most astonishing: to illustrate it the more, we have stated the official value of the raw cotton-wool imported, and that which has been exported; likewise the cotton manufactured, and that in the yarn exported: the following is the statement.

	1797	1798	1799	1800	1801	1802	1803
Cotton raw, imported £	735596	999921	1226811	1663375	1788856	2002309	1777371
exported	27166	22241	28972	177144	70633	161525	60917
Remained in Britain	708430	977680	1197839	1486231	1718223	1840784	1716454
Cotton manufactured, exported	2446144	3544280	5556554	5323884	6465173	7130904	6467198
Cotton yarn, ditto	20175	77235	302734	528014	476106	536031	744250
Cotton and yarn exp.	2466319	3621515	5859288	5851848	6941279	7666935	7211448
Profit on labour, besides what is manufactured and consumed at home.	1757889	2643835	4661449	4165617	5223056	5826151	5494994

Notwithstanding we have the means of carrying on the linen manufacture to any extent, our importation of foreign linens is upon the increase, as will appear from the official value of the quantity imported, and of that again exported.

	1797	1798	1799	1800	1801	1802	1803
Foreign linen imported	1794211	1750176	2226751	1742835	1695329	2056755	1641626
exported	313758	533478	904876	508826	587392	441774	267550
Consumed - - -	1480453	1216698	2321875	1234009	1107937	1614981	1374076

The importation of foreign linen into Great Britain is chiefly to England, the duty on which, in 1804, was £208802 2*s*. 3*d*. and into Scotland only £7271 16*s*. 9*d*. from the latter kingdom the chief part if not all is re-exported by the western ports.

The above is the official value, which, upon the average of the last

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five years, amounts to £1,350,000, England alone consumes in foreign linens; but if we reckon the real money paid, or the first cost, according to the exchange, it will fall little short of three millions sterling an object of national consideration indeed, for an article we can so well produce within ourselves.

If we had not lands to raise the flax, hands to work it, nor mechanical facilities to spin the yarn, it would be excusable to import linens; but when we have such uncultivated large fertile tracts, on one hand, and a million of poor hands unemployed, on the other, it is a national consideration worthy the exertion of the landed interest, in a double fold degree, to bring their waste lands into cultivation, to reduce the poor's rates, and encourage industry.

The linen manufacture is of the greatest consequence to this country, and one which ought more particularly to be cultivated; the great success of the cotton trade, makes the manufacturers overlook the advantages of pursuing that of linen, although they have in their favour, not only high duties on foreign linen imported, but bounties on the exportation of what they manufacture.

It has been mentioned before, and it is somewhat curious, that in the early part of our commercial intercourse with Russia,* we exported to that country, our coarse linen cloths, and that we should now import such considerable quantities of linens from thence; this is turning the tables upon us, and ought to make us reflect seriously.

In Prussia, the linen manufacture has become one of the first importance in that kingdom, as well as throughout Germany; and for the use of manufacturers who will turn their attention to linen, a particular description has been given of the German linens, specifying the length, breadth, the marks, manner of making up, and the countries to which they are chiefly exported. Some further details will be found of the linen manufacture, under the heads of Russia and Prussia, interesting to those who wish to promote the linen manufacture of this kingdom. Notwithstanding the lower price of the raw materials and labour in those countries, compared with what it is in ours, still

* In treating of the linen manufactures of that country, first line, folio 85, read *manufacture* for "exportation."

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the greater capital and length of credit, would, in ordinary cases, give us a decided preference; so that when we add to this, the abbreviation of labour by mechanism, now brought to perfection in this country, we have nothing to fear from foreign competition, if we are active, for we can undersell them. As we have got the complete monopoly of manufacturing our own sail-cloth, so as to export largely, the same success may be expected in respect to linens in general, from which we might expect to derive so large a profit, in industry, as 3,000,000*l.* sterling per annum.

The spinning of flax into linen yarn by machinery upon nearly the same principle as cotton, has been found to make the yarn more even, and equally strong, as that spun by hand: already considerable quantities of cloth have been made from yarn spun in this manner; the cloth is found so excellent, that it cannot be distinguished from the foreign they have imitated, excepting that it is better. The manufactures at Leeds and Darlington, and several other places, have so completely succeeded, that we may shortly expect to see them general throughout the county; therefore, those who now embark in the manufacturing of linen, will completely have established their reputation, and secure the consequent profit, by the time others see the advantage.

The woollen trade never would have flourished in this country, had it not been in a most special manner encouraged and protected, and in particular by raising and preventing the exportation of the raw material. By what fatality is it then, that in this enlightened age, we neglect to do, or are ignorant of what was done in the remote times of Edward III? Let us cultivate in abundance the material, and encourage the manufacture and application of machinery, and there is no doubt, but that the linen trade will become amongst one of the best in the kingdom.

Of all the manufactures that exist, none deserves encouragement so much as the linen; the simplicity of the apparatus, and the smallness of the stock, make it a branch capable of being carried on, either by the poor, who are at present a burthen on the public, or by others, at spare times, when they would otherwise be idle; so that the whole

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will almost be clear gain, not as labour turned from another channel, but as labour arising from time, that otherwise would not be occupied at all.

If we consider with how few manufactures this is the case, we shall the more readily, and the more highly appreciate that of linen.

CHAP. X.

Of the Poor's Rates, and the Means of diminishing them.

IN every society there are a number of persons who are, either from extreme old age, from having lost their parents in early youth, or from bodily disease or infirmity, unable to provide for their own maintenance.

In every well regulated society, humanity dictates to those who are in health and affluence, to provide for this helpless portion of the human race, either by voluntary subscription, by the charity of individuals administered by themselves, or by a tax laid upon the whole, and administered by persons appointed for the purpose.

The latter is the mode adopted in England; and it is of lessening the expenses of the poor, when provided for on that plan, that we mean to speak; not pretending to enter into parochial details, or to propose complicated schemes or a repeal of existing laws, but merely to propose simple and practicable means of lessening the immense burthen that is felt by the nation on that account which will be the less difficult, as it is evident, the great expense that arises, is owing to a wasteful and wrong administration of the funds; for whether we compare the present expense with what it was in times past in this nation, or what it is now, in either it is most enormous; and as the proportion of those who can labour, and those who cannot, is naturally the same in all places, and at all times, this great excess, beyond

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that of any other time or place must either be owing to bad laws, or bad execution of them. That it is in the latter will appear from this circumstance. In 1793, some parts of the poor system that were most manifestly bad, were altered, at the suggestion of the Right Honourable George Rose, who has had equal attention to the interests of the nation, and the claims of humanity in what he did; but still the poor's rate has increased more than in the due proportion. It is true that, since then, we have been constantly at war, and that every necessary of life has grown dearer; but still, with all allowances for that, the increase of expense is beyond what it would be reasonable to expect.

It is to an amelioration of the mode of acting under the present laws, not to an alteration of them, that we are to look for a reduction of expense, and nothing will be proposed of doubtful practicability.

After viewing the wonderful resources which remain to be brought into action in England, as already dwelt upon, and the variety of means for increasing industry, foreigners may well look with surprise at the great number of our poor, when those of every description might be employed; but, above all, the immense expense to provide for them. The poor's rates of England and Wales alone amount to half as much as the whole revenue of the Russian empire; and the number of paupers, or objects receiving parochial relief, is near one-seventh part of the population of England and Wales.

After tithes, there is not perhaps a greater grievance to the landowner of England, than the poor's rates, nor which gives rise to more litigation, or general animosity in almost every parish. Respecting the poor of England, King Henry VII. in 1496, and King Henry VIII. in 1536, first caused some voluntary relief to be administered; but the fifth of Elizabeth, was the first period that poor-laws became compulsory, and those statutes, then passed, are many of them still in force; each parish being compelled to support its own poor, though upon a principle of humanity not practiced in any other country in the world than England.*

* *King* James VI. of Scotland, in 1579, made some favourable laws for the poor of that *kingdom*, which were ratified in the reigns of King Charles II. and King William.

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The present poor-laws are impolitic in a free country like this, in many instances; they put the poor man under many restraints, prejudicial, indeed, not only to himself but to the community; the law of settlements being a great hardship to individuals, and a disadvantage to the nation at large. Let the labourer go where he can get best paid for his industry, as in Ireland, without restraint; those parishes through which he passes should afford relief, and transfer the charge to the parish to which he belongs. Were this the case, the poor would, in many instances, be less burthensome.

Davenant observes, towards the end of the reign of Charles II. that the poor's rates of England and Wales were 665302*l.* By the accounts laid before Parliament in the following years, the money raised for the poor was, in

1776.	£	s.	d.
England	1679585	0	0
Wales	440731	14	7
	£ 2120316	14	7
Money expended for the poor in England	£1523163	12	7
Wales	33640	19	8
	£ 1556804	6	3
And, in litigation	35072	0	8

1786.	£	s.	d.
By rates, in England	2063098	11	5
Wales	66622	12	2
	£ 2129721	3	7
Money expended for the poor in England	1945996	19	10
Wales	60000	17	1
	£ 2005997	16	11

In the 43d of his present majesty, an act passed for procuring returns relative to the expense and maintenance of the poor in England and Wales; on the 9th of May, 1804, such account was laid on the table of the House of Commons.

A particular specification is given of the number of objects relieved, and the sum raised to afford that relief; likewise to what particular purposes that money has been applied.

That the expense is unequal, on account of the places, is in some degree certain, — Middlesex being dearer than Wales; but a still greater inequality appears to arise from management; as, in counties contiguous to each other, such as Gloucester and Hereford, the

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difference is more than one-half. This is seen from the returns made.

From the number of poor varying as three to one in the hundred, it is clear that there must be caprice and bad management in that, as well as in the expenditure: that is, in some places they refuse relief when it should be given, and probably, in others, give it when it should be refused.

As to gaining any thing considerable by working, there are no materials to work upon; at least the materials, if taken by the number of persons in and out of workhouses, would not amount to two shillings a year each person!!

From the table of which this is the result, it appears that the highest expense of maintaining poor in workhouses, is 14*l.* 15*s* 1*d.* the lowest 8*l.* 1*s.* the greatest number per hundred is 23; the lowest 7; and that if the whole were at the lowest rate, it would only cost 2,500,000*l.* if at the lowest number, and lowest rate, 800,000*l.*

If we add to this, that those actually assisted would work, there can be no doubt, that the poor's rates might be reduced to a very small sum.

The following calculation is just half what in recource to proper management it might be reckoned.

	£
From a diminution in the number relieved	1,500,000
From greater economy in administration	1,000,000
From the labour of those relieved suppose 700,000 at 5*l.* each . .	3,500,000
	6,000,000

The following is the state resulting from the inquiry mentioned, the description of the objects relieved, and the money raised and expended.

Persons relieved out of the workhouses, (not including their children)	329729	the workhouses, under five years of age	119780
Persons relieved in workhouses, including children	80492	Ditto five to fourteen years of age	193587
The children of persons relieved permanently and others out of		Persons relieved occasionally . .	299823
		Persons relieved, not being parishioners	183070
			1206481

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Number of persons who are above sixty years of age, or disabled from labour by permanent illness, or other infirmity . . .	166581		
The number of friendly societies who hold their meetings within each parish or place, are 9397, containing persons	882050		
Children in the Schools of Industry	20703		
Total amount of money raised by the poor's rates, and other rates, in England and Wales, for the year ending Easter, 1803	£5246506	13	7¾
The average rate of England is, per pound . .	0	4	6¾
Ditto, Wales, ditto . . .	0	7	3
Ditto, of England and Wales ditto	0	4	8

Money expended for the poor, out of the workhouses, or houses of industry	£3015745	1	5¾
Money expended in workhouses, or houses of industry	1020506	18	2¾
Expended in suits of law, removal of paupers, and expenses of overseers, and other officers . . .	198127	13	1¾
Expended for church-rates, highways, &c. &c. ending Easter, 1803 . .	980434	14	0¼
Total expenditure . .	5214814	6	10¼

	£.	s.	d.		£.	s.	d.
Money expended in purchasing materials for employing the poor out of the workhouses, or houses of industry	11168	6	6¾	which produced	21605	15	7¼
Those in workhouses, and houses of industry	39616	18	2	Ditto . .	66283	14	4
	£50785	4	8¾		87889	9	11¼
Amount of the first cost of the raw materials					50785	4	8¾
Profit by their labour					£37104	5	2½

The total number of persons receiving parochial relief were		1206481
Deduct those disabled from labour, by illness or infirmity, above sixty years of age	166581	
Children under five years of age	119700	
		286281
Then there remain capable of some labour		920200

There were then 1206481 people taken out of the population, who chiefly lived upon the industry of the others; of these, 920200 are fully capable to work and earn more or less, hitherto a heavy burthen upon the other part of the community; and surely it is not diffi-

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cult to devise means to bring their industry into action, suitable to their ability, strength, and situation.

If we were steadily to adopt the resolution of raising our own hemp and flax amongst ourselves, upon our waste lands, the dressing of those articles by some, and the various departments of labour for others, even the most feeble being able to spin the yarn finer or coarser, as in different parts of Lithuania, Ermland, and Germany, where even the women and children assist in every process of sowing, pulling, watering, and dressing the flax, afterwards spinning and weaving, as is to be seen in every cottage and village, yarn might, at any event, be produced, of which we import so considerable a quantity.

The raising of hemp and flax throughout the country would give general employment, and if every occupier of land, instead of contributing his rates in money, was obliged to contribute by producing so much hemp and flax, upon the principle of the existing act of 24th Henry VIII. and also of 5th Elizabeth, it would furnish the raw material for the employment of the poor diffused throughout the kingdom, without the expense of carriage, from one place to another. Supposing that 920200 persons, one with another, earned only fivepence halfpenny per day each; and only reckoning that they were employed three hundred days in the year, it would produce £5176125 per annum. There is no article or manufacture so well adapted as hemp and flax for their employment, nor capable of so many different degrees of labour and perfection, without injuring any other species of our manufactures. Flax alone seems particularly the article which the poor should be occupied in, because one acre will produce as much flax as is sufficient to employ as many hands, as twenty acres will produce of wool. Flax, too, is capable of being wrought to any state of fineness or value, from one shilling a pound to four guineas an ounce, which is sometimes paid for fine thread for making lace in Flanders.

There is no article so suitable, or which can be manufactured with so much ease as flax; it has the advantage over the woollen manufacture, and particularly the cotton, which cannot be carried on without mechanism. About four acres of land, in each parish, in flax, would

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employ all the poor, only to carry it to the state of weaving, at which time it would be sold or woven at the expense of the parish. Towns and country parishes might have a commutation of labour and land, or produce, and all would go on easily.

The articles with which the British islands should endeavour to supply themselves, and be independent of the whole world, are corn, hemp, flax, timber, and iron. The articles with which they would find an advantage, though in a secondary degree, but equally within their power, are producing a greater quantity of tallow, of oil, and of fish.

The immense exports of this country have led us to act with that profusion which is the natural consequence of affluence, and to purchase instead of producing; while our consumption has every day been augmenting. The effects of this it is not difficult to foresee, but before we feel them, it will perhaps be too late to apply a remedy. For those articles which we could raise within ourselves we pay annually an immense sum, as will be better seen in the concluding chapter; they are all articles for consumption, not for exportation; and they are articles moreover, with the use of which we cannot dispense.

The articles of flax and hemp would be cultivated with peculiar advantage, as the labour which they would maintain is very different from that of most other great staple articles of produce. Wool, cotton, iron, brass, leather, and almost every material which we possess, either of our own growth, or that of other nations, requires machinery or skill to manufacture, or it can only be done in the detail. When any species of produce is once worked up into an article for retail business, it becomes difficult to sell. Thus, for example, iron, while it remains in the bar, leather in the skin, or brass in the ingot, have a marketable and fixed value: when worked into locks, hinges, or utensils of any sort, the metals cease to be, generally speaking, marketable, and so do other materials; but all of them, when in the marketable state, are objects of general commerce.

In order to go upon any general plan of employing the poor in labour, several things are necessary: the article produced must be

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one, generally marketable; it must require little skill, and not much care; it must be of a nature easily kept account of, and difficult to waste, purloin, or embezzle; and last of all, it must neither require very great strength, nor the aid of much machinery. While it is of this nature it must be sufficiently light to be transported to the places where the poor are, and to bear the expense of carriage.

Hemp and flax are the articles, in the manufacturing of which, we find all those qualities united, in a degree that they are not in any others. Wool is more valuable, the operations are also more difficult: cotton requires complicated machinery; and the metals, without a single exception, require machines, furnaces, and an apparatus quite incompatible with the employment of the poor, besides the art necessary, and in general their value.

Leather, glass, paper, and all the other articles are in a similar situation.

As to more heavy works, sawing wood, making bricks, polishing stone, and other things of a like nature, they are not removable at will; they are attached to locality, as are all the operations of agriculture; so that we find ourselves on all sides drawn back to working up the two great materials, hemp and flax. It is true, that there are some other articles on which the industry of the poor might be employed, in working up materials into manufactured goods; but, that can only be in a very limited way indeed.

By the account already stated, it appears very clearly, that the attempt made to provide the poor with materials to labour upon, is too contemptible to deserve the name, even of a trial. What must other nations think? What ought we to think ourselves of statements being gravely laid upon the table of the House of Commons, containing so serious an article of expenditure as five millions in the year, and an attempt to lessen it, by distributing, amongst about a million of persons, (some unable to labour indeed, but the greater part able to do something) to diminish the expense, the trifling sum of about 50,000*l.* or something less than the expenditure of four days?—a sum which if compared with the number of persons relieved, amounts to about one shilling and a halfpenny for each person!!! If this is not a mockery

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of the poor, and of those that maintain them, it is difficult to say what it is; and certainly those who seriously present such accounts, are guilty of great disrespect to the members of the British Parliament.

That this may be put in another light, not less disgraceful to those concerned, it appears, that the disbursements for law-suits, and expenses for the removals of the poor from one parish to another, amount nearly to four times as much as the materials provided, on which to employ their industry. It also appears, that nearly twice the value of the materials is earned by the poor, which is a proof that they do not employ those talents badly, that are put into their hands.

One would think that the parish officers followed the system of the task-masters in Egypt, who expected the Israelites to make bricks without straw.

After this statement, can there be a doubt, that if every parish were to raise flax and hemp enough to employ their poor, or in towns and wherever that could not be done, if they were to purchase it there would be an immense saving? But to understand this the better, let us try to estimate it.

Many writers have contrasted the cheapness of the maintenance of the poor in Scotland with the expense in England; and as Mr. Rose, in a very late publication, has in some sort mistaken the cause of this, evidently from misinformation, it is necessary to say a few words on that.

In general, all through Scotland, the voluntary contributions at the church doors are the only funds from which they obtain relief, and those do not on an average amount to 100*l.* a year in each parish, that is, for the whole of Scotland, not quite 100,000*l.* a sum that would little more than pay half the law expenses of the English poor, or maintain them above seven days.

Mr. Rose attributes this difference, in part, to the better administration of the funds being in the hands of the minister of the parish and the elders, who neither feast at the expense of the poor, nor go much to law; and in this England may copy Scotland, without either shame or difficulty, and with great advantage; but it is probable, that the great number employed on spinning, and the various branches of the linen trade, make a still greater difference than any thing else. The

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poor are nearly all relieved at their own houses, and make out a means of living by their labour upon that material, and well adapted for occupying the feeble, the aged, and indigent; for filling up spare time, in and one word for preventing beggary and the extreme degree of indigence.

Besides physical causes, there is, perhaps, a moral one that produces a considerable effect. By a change of manners and modes of thinking, the lower classes in England think it no disgrace to go to the workhouse to obtain relief. This is quite different in Scotland; and there is, indeed, some reason for the difference; as all persons in health, contribute by force to the maintenance of the poor in England, those who want relief have a right to claim it. It is a general club, a common stock, from which, under particular circumstances, all the members have a right to draw their shares or dividends. In Scotland there is no common stock, and consequently no legal right; and therefore the bashfulness or shame it occasions may be, in some measure, accounted for on this principle. Those who have been in what they call spinning countries or districts, must have had very little observation if they did not remark the superior degree of industry over other districts where there is no such occupation.

With all the differences of cheapness of living, better administration and economy, the difference of expense in two countries, so near each other, cannot be explained but by taking in the linen manufacture as one cause. This will be the more evident, that in Wales, which, in many respects, resembles Scotland, but not in spinning, the number of persons relieved is not much under the average of England in general.

The number relieved in every hundred is a better criterion than the money paid, as it cannot be deranged by the highness of prices, or cheapness of labour, but fairly tells the proportion between the idle and industrious, which, in the lowest proportion, is as 1 to 14 very nearly, and, in the highest, as 1 to 4½; the average of the whole country, being as 1 to 8½.

In Scotland, the number relieved is probably about as 1 to 25, or rather still more favourable, which is a clear proof that two-thirds of

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people relieved in England must be able to do something, as, in Scotland, that number is capable of maintaining themselves altogether.

At Glasgow and its neighbourhood, which resembles England more than any other part of Scotland does; and where the trade carried on is similar to that in and about Manchester, the poor have for some years back been supported by a rate assessed on the inhabitants, as in England, yet the expense did not amount to two shillings a head upon the population, which is ascertained to be 80000, which would give for the poor of England, if managed in the same way, about 900000*l.* a year. Supposing, however, that the maintenance of the poor per head costs double in England to what it does about Glasgow, which is a very large allowance, the whole of the poor in England should not cost two millions. There is then a very evident defect somewhere in the political economy of England that creates such an expense for the maintenance of the indigent; for certainly there are not more decrepid, helpless, or sickly people in England, in proportion, than there are in and about Glasgow.

Want of capital and want of character, occasion many persons to want work, for even the trifling tools and materials necessary in most businesses where people work on their own account, may be termed capital; and to get employment in general, it is necessary to have that capital. Such circumstances occasion many poor people, who can work well enough, to go to the parish, and idleness is an inducement to return; the shame and reluctance are gone, and thus the workhouses are crowded.

The simple remedy would be to have materials always ready, and to allow bread only to those who could work and would not, but to those who worked, it would be well to allow good wholesome victuals, and the remainder of the money earned should go to the poor persons themselves, except a small allowance to the overseer, to interest him in forwarding the process of industry.

Of five millions expended, more than three would be saved, and not only would be saved, but above five millions worth of labour would be gained completely to the nation, as each person, on an average, would gain him what was necessary for maintenance.

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To enter into a nice and minute calculation on this business would be to no purpose. It is evident that, as in different counties the proportions of those relieved are totally different, yet the law is the same in them all, the law is not the cause of the great expenditure, nor of the great number of poor in some particular counties. Neither can it be the administration; for though that might greatly affect the expense, it could have little effect on the numbers. It must then be some local cause, and that can be nothing else in general but the habits of industry, and facility of employment principally for women and children.

It is not foreign to the purpose here to observe, that, independent of the immediate and proximate cause of poverty, which is in the idleness of persons come to years of maturity, much of it is owing to the manner in which they are brought up in their youth. When children and young persons can find constant occupation, they are from an early age accustomed to industry; so that besides the direct effect produced by providing labour for those who are reduced to poverty, a less proportion of the population of a country will be reduced to that situation. It is to those combined causes that we must look for the great effect so visible in the different number of persons who become a burthen to the community in different parts of the country. If then those who attribute the heavy expense of the poor to a general cause, such as the increase of taxes, of luxury, or of bad laws, would consider how unequal the burthens are, they would certainly search for some local cause; and what local cause can we find so thoroughly existing, as to produce this great effect, but the manner of living, and the occupation of the people?

Two reductions would take place from a general encouragement to a species of industry, that would occupy persons of all ages, and in every situation of distress; first, there would be a smaller number reduced to poverty, and, secondly, those who were reduced to it would be able to provide for themselves.

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CHAP. XI.

Of British Shipping, and the Means of increasing it.— General observations relating thereto.— British and Foreign Ships which have entered inwards, and cleared outwards, in the Ports of Great Britain in 1792 *and* 1802.

AMONGST our general symptoms of increasing prosperity, and the certain and unequivocal augmentation of trade, it is unfortunate that our shipping interest should be in a state that requires the most serious consideration of the nation; our independence, nay, even our existence as a nation, depends upon the superiority of our navy; we should therefore foster and encourage, by every possible way, the means not only to support and preserve, but to extend it. Nature has placed this island in a situation, and given advantages to her, that, in the present circumstances of affairs, not only facilitate but demand it.

Its importance has of late excited great attention in the public mind. A nobleman,* as distinguished for his patriotism as for his knowledge of this subject,—a nobleman who has been moderate in politics, and indefatigable in promoting the agricultural and commercial prosperity of his country, has been particularly successful in exciting an inquiry into a most important branch of the navigation-act. As that controversy has arisen principally relative to our colonial possessions, we shall only make a few remarks upon general principles, and then enter into particular ones, relative to the shipping of the north of Europe, which has not yet been given, but deserves consideration.

In comparing the state of the shipping of this country in 1791 with 1801, and 1792 with the year 1802,† it would appear that the British tonnage has diminished; whilst, on the other hand, according to the aggregate quantity of shipping belonging to the empire, in the three

* Lord Sheffield.

† Which two last tables are given at the end of this chapter.

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last years, according to the accounts already given in the second chapter of this book, it appears to have increased, which is, however, doubtful. From that account there ought to be deducted the number of ships which have been captured, lost,* sold, or broken up; as those captured from the enemy, do not compensate for those they have captured from us; we should then find our precise tonnage, and know the quantity of foreign shipping employed, in proportion to that of our own, in actual existence; it is feared it would then be seen that our shipping has not increased in proportion to the augmented value of our trade: this cannot fail to excite uneasiness, when it is considered with what difficulty we have established principles to promote our shipping, and how many precautions have been used to encourage ship building in this country. We had manufactures long before we had any foreign trade; and again, we had foreign trade for a considerable time before we carried it on in vessels of our own building; it is, therefore, a circumstance greatly to be lamented, to see the British shipping discouraged, and that of the foreign we employ in its stead increasing.

In order to give a clear idea of the proportion of foreign shipping to our own which we have employed in Great Britain, previous to the American war, during that period, and each year since, the following table is given, of British and foreign ships cleared outwards.

Year	British	Foreign	Total	Year	British	Foreign	Total
1773	771483	54820	848086	1789	1343800	99858	1443658
1774	798240	65278	851066	1790	1260828	144132	1404960
1775	783226	64860	819702	1791	1333106	178051	1511157
1776	778878	72188	725351	1792	1396003	169151	1565154
1777	736234	83468	730035	1793	1101326	180121	1281447
1778	657238	98113	755977	1794	1247398	209679	1457077
1779	590911	139124	711363	1795	1030058	370238	1400296
1780	619462	134515	761362	1796	1108258	454847	1563105
1781	547953	163410	953638	1797	971596	379775	1351371
1789	552651	208511	959419	1798	1163534	345132	1508666
1788	795669	157969	1055253	1799	1145314	390612	1535926
1784	846355	113064	1098903	1800	1269329	654713	1924042
1785	951855	103393	1236954	1801	1190557	767816	1958373
1786	982132	116771	1365138	1802	1459689	435427	1895116
1787	1104711	132243	1443658	1803	1444840	574542	2019382
1788	1243206	121932	1404960	1804	1463286	587849	2051135

* Whenever a ship is lost, captured, or no longer bearing the British flag, she ought instantly to be struck off the register roll, so that we might see the precise state of our shipping.—This has not hitherto been done.

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According to the account just stated, and to shew at one view the exact proportion of foreign shipping employed to the British, the following statement will more clearly elucidate.

Year	British	Foreign	Year	British	Foreign
1665	for 100 tons employed there were	50 tons	1789	for 100 tons employed there were	8 tons
1668	100	51	1790	100	12
1700	100	17	1791	100	16
1710	100	9	1792	100	12
1720	100	6	1793	100	17
1730	100	6	1794	100	17
1740	100	22	1797	100	38
1750	100	8	1798	100	28
1760	100	22	1799	100	35
1765	100	10	1800	100	65
1770	100	9	1801	100	68
1775	100	20	1802	100	38
1780	400	18	1803	100	41
1788	100	10	1804	100	42

This state betwixt the British and foreign shipping, naturally leads us to inquire into the causes; and they appear to arise from a great number of different circumstances.

The increase of our national debt has raised the price of every material employed in ship building, the wages for labour, and the price of every article of life in such a manner, that a ship can neither be built, rigged, nor manned, on such reasonable terms, in this as in any other country. In order to shew this assertion in a stronger point of view, the reader is requested to refer, under the head of Archangel, Dantzic, and Stettin, where will be found estimates and remarks applicable to the present subject. In America, they build cheaper than us; and the northern nations, both build and navigate cheaper than either; they are making too a considerable profit, when our shipping is navigating to a certain loss.

From the exhausted state of oak in this country, the price is advanced near double since the beginning of the last war, so that we are obliged to import a considerable part of the materials necessary for building; the heavy duties on which, in addition to the first cost, the freight, insurance, and charges, and the high price of labour in this country, all constitute so much in the difference betwixt the foreigner, who builds his ship from whence we take the timber; and what the materials cost us to bring thence here for our ship-building; with this difference, and higher wages, we cannot sail on equal terms.

The necessity and policy of suspending the British Navigation Act can be justified in time of war only; then it is a source of profit to foreign na-

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tions, at the expense of Britain; but if we are to judge of the prosperity of the country from past experience, that it can support great burthens, it is the shipping which is the fundamental cause of our bearing those burthens; and, therefore, it appears policy to exempt British shipping from taxation, as a source of revenue. We should consider, that though the goods can bear a tax, the carrier may not be able to do so; and when the question is about the nation being its own carrier, matters should be managed with not only great delicacy, but great liberality; for any tax upon our shipping, in addition to the prodigious difference already stated, acts as a premium to foreign shipping, consequently prejudicial to our own.

It has always been a maxim of nations, and a just one too, that individual prosperity should give way to the welfare of a state; but where both can be materially benefited, then policy demands that we should secure those advantages. The navigation-act of this country is the foundation on which the colossal monument of our naval victories, glories, and national power, is built; and although our superiority has been so much exclaimed against by all, a French author, the most conspicuous in the ranks when issuing his splenetic envy against Britain exercising the sovereignty of the seas, has candidly owned, "What nation having the power would not do the same?"

When then our existence, as a great and powerful nation, depends upon our navy, and when our shipping is the nursery for that navy, every protection and facility should be given to promote it; every restraint or burthen to discourage it should be done away. It is a floating, insecure property of individuals, always precarious and liable to loss; it therefore requires the fostering aid of government, when we have near us, at home, competitors like the northern nations; and across the Atlantic, the Americans, whose enterprizing spirit and vigilance is making head in a more formidable manner than we are aware; but her example is worthy of our imitation.

This country has more to fear from America supplanting our shipping, than to apprehend from the shipping of all Europe. It is in the north of this quarter of the globe that the chief materials for shipbuilding are to be had reasonable, and in abundance; for five or six months in the year they are blocked up. Russia has little or no ship-

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ping, nor can she, with a limited coast, seven months in the year frozen up: that of Sweden is partially so. The whole tonnage of the latter kingdom is not more than that employed by our East India Company, and not more than half her shipping is employed in foreign trade; that of Denmark may be reckoned in a greater proportion. Notwithstanding both those countries have enjoyed the advantages of neutrality, and of course the carrying trade of Europe, still they have made no progress in the increase of shipping: Prussia never can to any great degree.

Upon the whole, take the ports within the Baltic, including those of Norway and Holstein, the whole quantity of tonnage may be reckoned about 500000 tons. The tonnage of Hamburg and Bremen is not of any extent. The Dutch shipping, if even it should go under Prussian colours, so long as Holland remains subject to France, will experience the same limitations nearly as Prussian shipping; so that, taking the aggregate tonnage of the north of Europe, it is not upon the increase; whilst that of America is rapidly on the advance, and will continue so, as long as she can have any carrying trade into, or from Europe, and that, from the nature of things, she will ever have.

To shew the state of the British and foreign shipping employed in the north of Europe, to and from Great Britain, in three of the most remarkable years, (fresh in every one's memory,) the following particulars are given of the ships entered inwards and cleared outwards in Great Britain, to and from the Baltic, including Norway.

		British.			Foreign.		
		Ships.	Tons.	Men.	Ships.	Tons.	Men.
1800	Inwards	1761	332963	16109	2951	416690	21317
	Outwards	1470	294598	14469	2970	395691	22623
1801	Inwards	1749	324748	15435	2511	377386	18812
	Outwards	1333	240545	12145	2393	440244	22629
1802	Inwards	2415	457232	22911	1468	234216	12370
	Outwards	1458	262500	13230	1336	213701	11043

We are accused by foreign powers of monopolizing the Baltic trade exclusively with our own shipping; an accusation unfounded in fact, as the above plainly proves, in the two years of war, and the single year

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of peace. The contrast, however, is not so striking as to justify such an assertion; the British Navigation Act is peculiarly favourable to the northern powers, because it allows their ships to bring the produce of that country in which they are built, consequently then a year of peace cannot make so very great a difference.

That the navigation laws of Great Britain are sufficiently liberal, according to the acknowledged system of Europe, is still more evident, when we consider the welfare of our own shipping. The timber trade of Norway seldom employed more than 260 to 300 sail of their own vessels. In the year 1797, only 310 vessels, about 44000 tons, of which 63 vessels, only about 5000 tons, cleared out to Great Britain. The prohibition to the exportation of timber in Russia in the close of the year 1798, induced this country to have recourse to Norway, and in the year 1799, no less than 1169 vessels, making 173140 tons, with timber, was exported from Norway to all places; of which no less than 964 of these vessels, measuring 145000 tons, were to Great Britain and Ireland. In 1802 they increased to 1495 vessels, making 193582 tons, loaded with timber, from Norway, to all places: of that number no less than 1140 vessels were loaded to Great Britain and Ireland.

Now that we have taken a view of the shipping of the north of Europe, and stated the share they enjoy of our home trade, let us turn a few moments to the Trans-Atlantic, and see how the Americans have profited by the wars of the European powers, and the suspension of the British navigation act. It cannot be displayed in a more striking manner than by giving the statement of British and American shipping, entered inwards and cleared outwards, as stated by Lord Sheffield.

	Ships cleared in Great Britain.	British.		Americans.	
		Ships.	Tonnage.	Ships.	Tonnage.
1790	Outwards	245	56977	218	39441
	Inwards	312	64197	246	45234
1792	Outwards	223	58963	295	59414
	Inwards	197	42035	313	64085
1799	Outwards	57	14267	354	78683
	Inwards	42	9796	343	75225
1800	Outwards	62	14381	507	112596
	Inwards	77	27144	550	124014

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Then look to America, behold her situation, and the flattering prospects she has in view; prospects, indeed, which call forth all our wisdom, energy, and good management. We should look at home, to adopt those measures which can secure the extension of our own shipping. In no more than ten years, the shipping of America has increased equal to the whole aggregate tonnage of the northern states of the continent of Europe.*

The Americans are an active, enterprizing, spirited, and commercial people; the political situation of Europe has given them advantages throughout the world, to enrich themselves, and to create a power that Europe may soon feel; their neutrality enables them to enter into competition with us in every market on the globe, on their own account, whilst we are obliged to employ them as carriers on ours. They have timber very reasonable, and most other stores, within themselves; labour alone is dear, but that by no means counterbalances the other advantages in favour of America.

As we have shewn the state of the two quarters which can interfere with British shipping, so long as the war continues, we ought to adopt a system in our commerce, wisely adapted to the circumstances of the times. A few observations relative to the suspension of the navigation-act may be allowed. It is fortunate for this country that our impregnable situation, and consequent security, in the new order of Europe, will always command a preference, as a depôt for the world. We should wisely promote and encourage it, and turn those advantages to ourselves to which the political situation of Europe and the world now invites us.

There can be no doubt that a freight given to a neutral vessel in which British capital is employed, or rather in which British shipping could have been employed, is so much taken away from British shipping; but it may so happen, that this business could not be

* See Lord Sheffield's pamphlet, page 18.

1800 Amount of American tonnage .	939000 tons . .	56340 men.
1790 Ditto	450000 . . .	27000
Increase in the course of ten years .	489000 tons . .	29340 men.

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done, but by a neutral. But this may be no national loss; it will, and does daily happen, that we can enter into business, by means of a neutral vessel, which we could not otherwise do, and without disadvantage; the very cargo which is brought here in a neutral ship is, perhaps, exported in a British; in this instance it is an encouragement to our shipping.

In time of war, neutral shipping may thus be employed advantageously to the nation, as well as our own. The foundation is laid; the warehousing-act allows all foreign produce to be deposited in any port in the kingdom, which has conveniences and security for it; particular care should be taken to make the charges moderate, and the facilities great; we shall then command the trade of Europe, and other quarters of the world. Situated as this island is, foreigners, even our enemies, will lodge their property in it in other names: if we give encouragement to this plan, it will secure to us the advantage in the export trade, and the freights given to our own shipping, where they can be employed; and foreigners, when they can, will give a preference to British vessels in the articles they will send to our entrepôt.

American vessels, too, will deposit their cargoes here for a favourable European market, and take our manufactures and produce in preference to that country, where they might otherwise have taken their cargo. Our linen manufacture, in particular, would be greatly benefited by it, and many other branches of our manufactures, in which we are attempted to be supplanted by foreign nations; we should often have the advantage of exporting cargoes in our own shipping which we do not at present; for no consideration ought ever to induce us to sacrifice the carrying-trade, or the employment of our own shipping, but imperious necessity absolutely render it impossible.

It will be alleged by many, that making this island an enterpôt, will diminish our carrying-trade, and of course injure our shipping-interest; but history gives us the most incontrovertible proof, that it tends, on the contrary, to encourage the shipping of the country whereever an entrepôt is established. In our own times, we have a proof of *this in* Holland, before she became subjugated by France.

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In the course of this work, an attention to the British shipping interest has always been noticed, and had in view, where any observations could be brought forth to forward it. I shall therefore proceed to a few summary remarks relative to the subject, when treating of our resources in the preceding chapters.

If we encourage our fisheries, and put them upon a proper establishment, we shall raise hands, and at all times have them ready for our defence: a certain number of apprentices might annually be taken from the poor maintained throughout the country, and distributed amongst our shipping and in the fisheries; let them, and the whole of our sailors, be enrolled, to come forth when called for, or substitutes in their place; the practice of crimping, so disgracefully carried on, and hurtful to the shipping interest, would be suppressed. It would be even an advantage to the shipping entering inwards, or clearing outwards, to pay a certain rate, if they did not find men in proportion to their tonnage, but let all seafaring men be protected from impress, many who are now deterred from going to sea, on that account, would, if it were done away, most cheerfully enter into a seafaring life. We should then have hands in plenty, and hearts in readiness to fight our battles, whenever our country called for their services; the commerce of the country would experience less interruption, and the navy a regular supply of hands.

A fund raised for the maintenance of the widows and children of sailors, who should enregister themselves as ready to serve his majesty, when wanted, would prevent impressing,—would render the service voluntary, and more agreeable; and would provide for the offspring of those who fell in fighting the battles of their country.—This fund would require to be administered in a manner to give little trouble to those assisted; but the details are unnecessary, till the principle is approved.

A great encouragement will be given to the shipping of the country, when grain is fixed at an average price throughout both islands; the surplus of one part of either island, will be conveyed to the other which is deficient; the great inland navigation of the country to the shipping ports will promote it, at little expense. The coasting trade will encourage the increase of seamen; the vessels employed in it are

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small, and generally navigated, at a moderate rate, by boys, and worn-out seamen: this plan will be a nursery for the former, and a provision for the latter.

If we were to raise the hemp and flax in Ireland that we import into this country, we should require the same quantity of tonnage and number of hands that we employ in bringing it from the North; these materials would in time come at a less price, and therefore our shipping would essentially benefit by it.

Though last, not least, is the wood trade, which might, six years ago, when its exportation from Russia was stopped, have been turned to a great national advantage. The Swedish government, as we have before observed, wished to make us take their tar, in their own ships; our government defeated the object of the Swedes, by having recourse to the British American plantations. We ought instantly to have availed ourselves, and seconded the effort, relative to wood, by laying a higher duty on timber coming from the north of Europe, so as to have operated as a bounty to encourage the importation from the British plantations: we should then have imported all the lumber we require in our own ships; by that means have created a nursery for seamen nearly equal to that of the Newcastle coal-trade; in place of which we now receive supplies in foreign ships.

However, by referring to the chapter treating of Wood, circumstances, it will be seen, have so singularly arisen, that individuals will now find it their interest to import timber from our American plantations, in preference to the north of Europe.

The lumber trade may be considered as a branch of consequence to our shipping interest; because the cargo is of small amount, while it employs a great quantity of shipping, and but little capital; it is therefore an object of national importance;—a ship which loads a cargo of 50000*l.* value of manufactures and valuable goods, may be worth only 5000*l.* and of 500 tons burthen. The amount of 50000*l.* in wood would employ 100 such ships, and, of course, 100 times the amount of capital in shipping, and a proportionate number of hands.

This is an object which merits the particular attention of the British government, and the consideration of the ship-owners. The prohibition to

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the exportation of timber from Russia was not only putting so many British ships and sailors out of employ, but was the means of throwing a vast number of foreign ships into it, and driving that trade to Norway and Sweden, the vessels of which kingdoms brought their lumber to our ports, and had their freights back chiefly in ready money;—a farther elucidation of this is seen when treating of Norway. To shew it in clearer colours, the following is an account of the number of foreign ships which entered into Great Britain in 1803:

	Ships.	Tons.	Men.
Denmark and Norway,	1100	197870	10571
Sweden	287	48611	2148
Prussia	86	18242	812
Total.....	1473	264723	13531

As these foreign ships have been employed chiefly in the wood trade, we can safely estimate that the same quantity of British tonnage might have been employed, and the same number of men, to our own plantations, which, and other freights, would produce about a million annually, distributed amongst the ship owners of this country.

This is an object which merits immediate attention: if it were carried into effect, we should not at present have a ship laid up, nor, in peace, an idle hand. We shall be driven to the expedient by necessity; we ought therefore, in time, to adopt it from policy; for very little encouragement will put us in a proper way. If circumstances, times, and seasons, are to be embraced, betwixt friendly states, to carry any particular plan into execution, there cannot be umbrage in following the example of a friendly power. There never was so good a season, nor so fit an opportunity, as the present. In short, we should not let a single opportunity escape us to promote the shipping interests of this country; our existence as a nation depends upon it; our national foe is sensible of it. The short peace, or truce, we had, shewed their inveteracy to our navigation system to such an extent, that a single British ship was not admitted, in time of peace, into a French port, unless she was loaded with naval stores.

The new concession of French packets to convey passengers from France, instead of British, as heretofore, may in the end turn out, like Peter the Great's boat, which gave rise to the naval power of Russia.

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An Account of the Number of Vessels, their Tonnage, and Number of Men, that entered Inwards and cleared Outwards in GREAT BRITAIN, *distinguishing the principal Ports, in the following Years.*

In the Year ending the 5th of January, 179[illegible]:

	INWARDS.						OUTWARDS.					
	British.			Foreign.			British.			Foreign.		
Ports.	Ships.	Tons.	Men.	Ships.	Tons.	Men.	Ships.	Tons.	Men.	Ships.	Tons	Men.
London	2489	451188	25814	1186	152243	7193	1708	310724	20580	501	87791	4678
Liverpool	1858	226018	14864	213	41166	2070	1926	231377	16192	212	41213	2094
Hull	514	117767	6145	113	15800	1115	337	61042	3668	47	5618	408
Bristol	497	64453	3754	98	21183	1052	444	59886	4046	95	20757	1027
Newcastle	187	31806	1924	34	2280	235	538	92080	5118	29	1952	171
Sunderland	770	113860	6001	9	535	53	912	119195	6377	6	513	31
Glasgow and Greenock	436	42011	2538	18	3197	183	361	37837	2255	17	3177	146
Leith	216	30739	1625	19	2700	168	72	10443	581	8	1228	71
Other Ports	5063	509803	36405	715	64972	5970	7593	641260	41395	223	13590	1423
Total	12030	1587645	99070	2477	304074	18019	13891	1563744	100212	1138	175556	10101

In the Year ending the 5th of January, 1802:

London	1878	446773	26263	3097	409520	20287	1452	371711	24539	3420	456455	23801
Liverpool	1319	184724	12890	646	144684	7050	1645	220541	16860	686	157162	7529
Hull	257	43397	2704	196	25197	1332	246	49339	3097	256	24302	1878
Bristol	331	42855	2812	134	25633	1364	268	34533	2618	119	23255	1348
Newcastle	222	34425	1958	275	25975	1521	562	100838	5265	350	33477	1936
Sunderland	59	9254	459	22	2085	158	72	11054	560	45	4061	226
Glasgow and Greenock	312	38167	2694	59	11897	620	346	42063	3403	70	13462	717
Leith	157	21330	1156	162	14796	788	90	11793	767	38	4552	240
Other Ports	5832	557695	37112	936	12268	7420	5601	503749	30200	642	88154	4835
Total	10347	1378620	88035	5497	780155	40520	10282	1345621	87304	5626	804880	42414

State of the Shipping in the East India Company's Service, the 30th of July, 1804.

			Tons.	Men.
Abroad	Regular Ships	68	69277	8126
At Home	ditto	4	3269	403
Building	ditto	6	4800	—
Repairing	ditto	3	2693	—
	Regular Ships	81	80039	8529
	Extra Ships	25	13891	1277
Ships employed in the East India Trade		106	93930	9806

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CHAP. XII.

Conclusion. — Importance of the Subject to all Ranks of Society. — Recapitulation of what is to be done, the Manner of doing it, and the Necessity of doing it soon.

HAVING now laid before the reader the most important documents that can be procured, relative to the subject, in order to ascertain the present state of Great Britain, and its trade, as connected with the continent of Europe at this time; taking also a view of what has passed, and the means by which things have been brought to their present situation, it only remains to form a general conclusion.

It must appear abundantly evident to every one, that unless our exports to the continent of Europe are continued to their present extent, the internal manufactures, and the East and West India produce, will be diminished in their sale; indeed, the latter will become of little farther value to us than merely for our home consumption.

Every person to whom the mercantile prosperity of this country is dear, in whatever line he may be, will either be directly or indirectly affected by the decrease of this trade, and that in the most sensible and disagreeable manner. But the evil is by no means confined to the mercantile and manufacturing interests; for, as we have seen that our landed property increased in value with our mercantile prosperity, it will not ultimately feel a less shock; on the contrary, it will, though the last, be the most severely felt; for the origin of all other sorts of wealth is such, that the proprietor may transport them to another country, or change the application; or, even if he does not, he finds some mitigation in his sufferings, from the diminished value of the produce of the earth.

The industrious man may be at a loss, and will be so, no doubt; but, as numbers will go away, and necessity will compel others to change their occupation, the industry of a country will bring itself to a level. As to merchants themselves, with their capitals, they may suffer; but speculation is their business; and, to find the most bene-

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ficial employment for it, and alter their conduct and residence, if necessary, is the very essence of their nature. And let us not amuse ourselves with thinking that nature will ever change.—No! men will act according to their situation, and, as that changes, they may appear to change; but that is only apparent, and, so far from being real, it is a proof that they remain essentially the same. They continue to make the best of their situation, and that is remaining to act from the same principle.

When capital found its best employment in Italy and Flanders, it centred in Italy and Flanders; when it found a better employment in Portugal and Holland (for the Portuguese ruined the Italians, and the Dutch supplanted the Flemings), it was most abundant in those latter countries; but it has left them and gone to other places; and it would return again, if it could find its former advantage.

The proprietor of land alone can neither sell his property to advantage, nor carry it with him into another country: he must abide by the fate of his own, and therefore he is most of all concerned in its prosperity.

Extensive as the operation of this effect is thus described to be, yet still we have not traced its furthest bounds. If the revenue department of the country had remained upon a moderate scale, and we had not increased our public expenditure in the full proportion to our means of supporting it; to return to poverty would be the extent of the evil of the decay of commerce; we might then have found a remedy in economy, but, as matters are, we can have no such resource; for private economy makes public poverty in a situation like ours, and then a derangement of finances would take place, that would terminate in a total change in the present order of things.

One of the most profound thinking men of the present age,* gave it as his decided opinion, as his maxim in cases of importance, "that, "with regard to a general state of things growing out of events and "causes already known in the gross, there is no piety in the fraud that "covers its true nature or disguises danger, because nothing but erro-"neous resolutions can arise from false representations. Those measures

* Mr. Burke.

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" which, in common cases, might be available, in more serious ones, are " of no utility. That the effort may be in a proportion to the exigence, " it is fit that it should be known; known in its quality, in its extent, " and in all the circumstances which attend it." Upon this principle of action, the truth and validity of which are not to be disputed or held in doubt, it is, that we speak plainly and distinctly of the consequences which would result from neglecting our national prosperity.

In this affair there is one great consolation, that at present the case, with respect to this nation, is a suppositious one, and we hope will remain so; but this hope is founded on the expectation that a general effort will be made for that purpose.

As it is however within the range of human possibilities that external causes, over which we can have no control, may deprive us in a great degree of the only channels that now remain; we find a necessity of looking out for the sole means we shall then have for preventing the evil from having its full effect.

It will be too late however to apply to our internal resources, after the external ones are gone. There will be too long an interval, during which we may lose the means of executing our intentions, we ought therefore now to prepare for every event. The matter is far too important to leave any thing to chance.

Those who feel our present situation may think this an useless precaution, but let such persons beasked what would have been the event, if Lord Nelson had not been successful at Copenhagen in 1801, and as would have infallibly been the case, if the powers of the north had proceeded to actual hostilities; we should at any rate have lost the whole of our trade to Germany, Russia, Prussia, Denmark, Sweden; and even the Elbe, the Weser, and the Ems, would have been shut against us. At the same time, our expenses would have been greatly increased: yet we escaped all this by a sort of miracle; at least we may fairly be said to have escaped it, contrary to the natural course of things. Our seamen were brave, and Lord Nelson was more than brave; he acted with the most amazing address on the most critical occasion, joining the promptitude natural to his profession with all the talents necessary for negotiation. To such a union of uncommon

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circumstances did Britain owe her escape from a great danger. But granting all that, which indeed may well be granted, for it cannot be denied, it may be supposed, perhaps, a similar thing can never again occur: it is to be hoped, indeed, that it never will. But, when we recollect that the battle of Copenhagen took place in less than two years after the Russians had fought on our side in Holland, what certainty can there be, that such a change may not again take place. If the prosperity of England were held by no better tenure, the affairs of the country would indeed be in a situation to create dismay. In order, however, to prevent such jealousies as those in which the armed neutrality originated, we have plainly demonstrated to the northern nations that the victory of Copenhagen was full as much for the advantage of the northern powers as for ours. They had mistaken their true interest, and were saved from the evil consequences that would have been the result, contrary to their own inclination.

While we do not disguise, but try to impress upon the government and individuals of this nation, the importance of continental commerce, we have been no less eager to shew the nations of the north that to them its preservation is still more essential; and that, if by any circumstance whatever, we are deprived of that trade, the evil may in a great measure be remedied, by cultivating those resources which we have within ourselves.

The only part of our imports that we could produce, with any sort of advantage, at home, consist of the articles brought from those northern nations; it is therefore peculiarly fortunate, that if the disaster does come by their means, it is at their expense that it will find a remedy.*

Hitherto the arduous and successful wars in which Great Britain has been lately engaged, her foreign possessions, foreign commerce, and external resources, have absorbed her sole attention; whilst she has neglected those at home, and suffered them to lie inactive.

* The government of the United States of America, though but young in experience, and certainly with much less to apprehend from war, take every means to encourage the production, within itself, of all the articles necessary for carrying it on. They have been very successful, and things are in that situation, that if they really were to go to war, they would not be at any loss on that account.

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If, with a prodigious establishment and heavy burthens, our commerce should be lifeless, we have the happy prospect of its being compensated; that is, by bringing into action those national resources, within ourselves, which we have been pointing out with care and attention.

The objects then recommended for attention and encouragement, and for facilitating this object, are arranged under the following heads:

1. The removal of every inconveniency and obstacle that is in the way of commerce to the continent of Europe, by the Baltic Sea, by Holstein, Hamburg, Bremen, and Embden.

2. By taking effectual means of convincing the Northern powers, that they are more interested in keeping up a good correspondence than ourselves; and that whatever injures the commerce of Great Britain, must, in the end, fall heavy upon them. This fact, plainly stated, would be better, and more advantageous to all parties, than that stern and severe diplomatic style, which has for its basis a sort of imaginary dignity, that leads to menace, rather than persuasion, which sets as great a value on small objects as great, measuring them by a point of honour, and not by the real importance.

3. By guarding against the evil consequences of an interruption to the commerce of the continent of Europe, by way of the Baltic Sea, &c. by cultivating our internal resources, not only in order to decrease our imports, and augment our wealth by means within our own power, but that we may, in case of war with them, not depend on foreign aid for those articles, which are essentially necessary for carrying it on.

In regard to the first object, there are many things wanted, which individual merchants cannot do, and which government ought to look to. The inconveniences and difficulties in the way of trade in new channels are always great, but sometimes they are removed by degrees, sometimes by a general contribution, such as where there are regulated companies; but in this case, the current of trade is turned into new channels so suddenly, that much is wanted, that cannot be procured in the usual way. Individual merchants cannot do what is necessary;

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there can be no general contribution for public purposes, as in the case of regulated companies; the government, therefore, ought to see to it, by sending over agents with sufficient means to procure facilities, and by instructing the ambassadors to assist with their influence.

There is no doubt, that, in the course of time, if trade continues in its present channels, Holstein and the country through which it passes, will offer more commodious means; but, in the interim, there will be great loss, arising from interruption, and from trade being less than it otherwise would be; for it will not be denied, that all the difficulties in the way of any branch of commerce lessen its amount. Whether the expenses might not be reimbursed, by some duty on the goods or not, may be a secondary consideration. The first is to procure the necessary facilities and accommodation; the expense would be but trifling, and the advantage great.

This being done in the first instance, and care taken to make their true interest manifest to the courts of the North, nothing more could remain for the British government to do in the way of favouring that commerce; for the distribution in the interior must be left to individual intelligence and enterprise as usual; but what is here pointed out, ought to be done immediately and without delay.

These things being done, the cultivation of our interior resources is what remains as the great object of attention, which we shall briefly recapitulate.

Considering the small extent of the United Kingdom, its great population, its great and extended commerce and possessions, its unrivalled fleets and powerful armies, it will appear astonishing to foreigners, that we have suffered our internal riches and resources to lie so long dormant. We have only 74 millions of acres in the United Kingdom, of which about 30 million acres susceptible of improvement, are yet lying waste. Supposing only the half of these lands to be cultivated, they will, with other resources that may be brought into activity, secure to the nation upwards of 20 millions annually, by producing articles of the first necessity for our food, clothing, and carrying on

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our domestic and external commerce, and maintaining our distant possessions.

A capital of a moderate nature, judiciously applied, would, in a few years, bring this quantity of land into cultivation, and, at the same time, be a permanent source of revenue to government, whilst it would be of the greatest individual advantage, upon an easy and simple principle, without risk of loss, or danger of miscarriage, in the execution.

Grain has not cost the nation, in the last ten years, less than 3,500,000*l.* per annum, the amount of which would, in that time, have cultivated half of the waste lands in the kingdom; and the capital with interest would have been refunded and have remained in the country.

Hemp and flax, rough and manufactured, the former in cordage and other articles, the latter into yarn and linens, produce about six millions and a half sterling.

One million seven hundred thousand pounds we annually pay for tallow, an article capable of being supplied from the produce of the fisheries, (by oil,) if they were established and encouraged upon a good plan followed up with national energy. The produce of the fisheries, exclusive of our domestic advantages would give us a balance of one million sterling from abroad; besides the profit our shipping would derive from the freight, and the nation, from the nursery for seamen.

For timber we are annually paying to foreigners about one million and a half sterling per annum, imported in their own ships; all which might be brought from our own plantations in America; employ our own shipping, promote the nursery for seamen, and throw the freight amongst the individuals of the nation.

Iron is an article we have, on the average of the last seven years, imported to the amount of 700000*l.* sterling, which we can abundantly produce at home, from our inexhaustible mines of ore, and having plenty of coal, yet we still allow other nations to pour in upon us their produce, at higher prices than we now manufacture it.

The poor in England and Wales receiving parochial relief are nearly one-eighth part of the population. In eighteen years, the poor's rates

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have doubled, and are now risen to 5200000*l.* per annum, whilst there are articles of industry, the produce of which, arising from their labour, would exceed the sum above stated. It is found, by experience, that all raw materials, purchased hitherto for their employment, have been nearly doubled by their labour. We have shewn how, in place of being a burthen and expense to the nation, the poor would add a little to the general stock of productive labour, without costing any expense to the community; and this by a mode, simple in principle, and easy in practice.

The official or rated Value of the undermentioned Articles, imported into Great Britain, from all Parts, for five Years, and the average rated Amount thereof, likewise the estimated Value, in the first Cost, we have actually paid to other Countries.

ARTICLES.	1799	1800	1801	1802	1803	Rated Value Average of Five Years.	Estimated first Cost upon the Average of Five Years.
	£.	£.	£.	£.	£.	£.	£.
Corn	1097702	2675046	3032178	1159670	935657	1780070	3500000
Flax, Rough	828401	804938	530328	529973	575123	653752	1300000
Hemp, Rough	630620	498924	630173	360147	606596	545292	1600000
Iron	382128	308174	273418	429447	377734	354180	700000
Linen	1321875	1234009	1107937	1614981	1374076	1330575	2500000
Linseed	105170	131697	84191	132752	116877	114137	500000
Tallow	497768	450854	358406	604805	583641	499095	1700000
Tar	166811	99580	92996	86567	187176	126526	* 300000
Wood	466068	629881	566765	433455	489428	515923	1500000
Yarn linen	585367	505978	428214	417829	375398	449557	500000
	6021410	6839081	7895726	5869626	5621706	6368607	14100000

In return, the nations from whence we have chiefly received the above produce, viz. Russia, Prussia, Sweden, and Denmark, according to the average of the same period, have not taken more than for about 1200000*l.* in British produce and manufactures, and about 1300000*l.* in East and West India produce, and of every sort of merchandize; together not above 2500000*l.*

Supposing that we raised or created the raw materials and established the manufactures of the above articles, within ourselves, reckoning the price according to the average first cost of the last five years, which we have paid to foreign nations (the duty, freight, insurance, and charges not being considered, because they circulate chiefly at home,) then the national advantage would be:

* Pitch is included in the estimated, though not in the rated, value.

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TO BE RAISED AT HOME ANNUALLY INSTEAD OF BEING IMPORTED.

Corn			£3500000
Flax, 20000 tons, rough, at 65*l.* per ton	£1300000		
4000 tons, spun into linen yarn, not reckoning the labour	260000		
4000 tons weight in various kinds of linen	260000		
		1820000	
Linseed from the above flax, 336000 quarers, at 40*s.* per quarter		672000	
Hemp, 40000 tons of all sorts, wrought or unwrought, at the average of 40*l.* per ton		1600000	
Hempseed, 400000 quarters, at 20*s.* per quarter		400000	
Linens, estimated to be imported for	3000000		
Deduct the value already estimated for flax, and over-estimate of linens	500000		
		2500000	
Iron		700000	
Total value of what we can actually produce at home; that we now import from abroad (excepting Hempseed, which we do not import)			11192000

TO BE CREATED.

Oil.—Of tallow we have imported 1700000*l.* from which deduct 400000*l.* the value of the hempseed only, as above stated, then remains to be produced by our fisheries, &c.	1300000	
Fish to be caught and cured for exportation, besides home consumption	1000000	
By the cultivation of waste lands	5000000	
Total		7300000

TO BE SAVED.

Freights paid at the lowest to foreign ships, for wood and other articles in which British shipping might be employed	1000000	
Poor's rates to be saved by the labour of the poor	5200000	
		6200000
By bringing the national resources and industry into effect, there might annually be raised, created, and saved, within the nation, nearly the sum of		£24692000
Timber is not reckoned; the time required before it can become a resource, would be considerable, but in the end might be estimated at		£1500000
		£26192000

What we can actually produce, being diffused throughout the United Kingdom, would occasion a far greater consumption of our own manufactures than we export to the nations from whence we draw those articles, and every class of the community would be benefited;

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at the same time the revenue of government would be more productive and secure, the national industry less liable to interruption, the population restrained from emigration, and the empire increased in strength and independence.

As it is more than probable that this is the very moment when our enemy is about to push us to the utmost exertion; and as the continental powers have not yet shewn that they conceive the nature of this contest to be what it really is, a struggle for the preservation of the independence of Europe, Britain has not a moment to lose in adopting every means in her power of prolonging and increasing her national prosperity; or, at least, rendering herself independent, in respect to her means of defence, and preparing for every evil that can come from without, by the encouragement of industry and interior resources within.

England has long been increasing in importance, as a political, a commercial, and a military nation; consequently, public business of every sort has become more difficult to conduct, on account both of its greater intricacy and extent. The establishments for conducting those sorts of affairs have not, however, been altered, extended, or modified, according to the nature of the case, and the increase of national business.

It is not necessary either to enter into a minute criticism of what exists, or an elaborate detail of what should exist; but a few general remarks, it is presumed, will not be deemed superfluous.

The same persons, who conduct the main business of government, have not time for the details of Boards and for particular purposes; and they have too much weight and authority, when they do assist, to admit of that freedom of discussion, without which no advantage can be derived from different opinions.

It follows, then, that boards for particular purposes of national prosperity, should be composed of men who are not great leading men in the government of the country, but rather of those who are competent to execute the object, men who are known to possess a particular degree of knowledge, integrity, and activity.

There should be a greater number of boards, and they should arrange their labours so that men high in office could form a judgement from

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their united efforts, for, it is clear, that, ultimately, on such men must depend the execution.

Although government has not employed commercial men, because an idea is entertained that their habits and views might have a particular bias, there is reason to think that in departments where commercial knowledge is wanted, they are the fittest; and this we will be bold to say, that, in every case, the man fittest for a situation of importance ought to be put into it, without any other consideration than that of his fitness. It was by adopting this rule, that Peter the Great, and Frederick the Great, raised the importance of, and improved their countries.

There ought also to be some mode fixed for rewarding those persons who propose plans that are adopted, and really beneficial. The proof of this may be found in the law of patents, under which, spinning machines, steam-engines, and most of those inventions have been produced, that have raised this country so high as a manufacturing people. And in the premiums proposed by the Society for the encouragement of arts, and by literary bodies, in cases where the invention itself does not reward the inventor; and, finally, in the rewards offered and given by government, in some particular cases, such as for the discovery of the longitude, or any great approximation towards it.

At present there is no reward.—Men of merit do not like to become dependent on the will of a minister; and a minister is generally too liberal to wish them to become so. At present, the means which are, for the most part, necessary to obtain remuneration, are too often revolting and disagreeable to both the protector and the protected.

It must, in fairness to ministers, be allowed, that they frequently have not easily the means of remuneration. In countries where governments are arbitrary, this is different, and they have so far a considerable advantage. We might, on the contrary, have an advantage over them; for the proposer of a good plan, if adopted, should be entitled to make a claim, and that should be settled fairly by an award, or some easy and fair means, that would be readily practised. In short, there ought, in wisdom and in equity, to be a general regulation for doing, whenever a case occurs, what is only now done upon parti-

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cular occasions, with great expense and trouble. To speak plain, acts of parliament will not do for every particular case. Secret service money ought only to go for services that require secrecy, and a minister has no discretional power in giving money from any other fund. This matter should be arranged carefully and soon; ministers should have funds at their disposal; in disposing of which their power should be discretional, but under a reasonable degree of responsibility. This would put England more upon a footing with other nations, or, rather, it would increase that superiority which she has already obtained, and preserve her power and wealth, on a foundation too secure ever to be shaken.

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ERRATA.

P. 59, l. 6, after *continent*, add *of Europe*.
85, l. 1, for *exportation*, read *manufacture*.
117, in the table, for *imports* read *exports*, and for *exports* read *imports*.
177, l. 15, after $\frac{5}{4}\frac{0}{0}$*, add note, *Paras*.
486, l. 5, for *presently*, read *precisely*.

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